

**SIGNIFICANT ENVIRONMENTAL EFFECTS
THAT CANNOT BE AVOIDED IF THE
PROPOSED PROJECT IS IMPLEMENTED**

SUBCHAPTER 2.1

AESTHETICS

CHAPTER 2.0 – SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

This chapter addresses technical issues for which one or more significant and unmitigable impacts have been identified based on implementation of the Proposed Project; including the topics of aesthetics, transportation/traffic, and air quality.

At the beginning of each subchapter, there is a brief discussion of the extent to which the technical topic was addressed in the 1981 Sycamore Springs and 1983 Campus Park (Hewlett-Packard) certified EIRs. A summary is presented regarding the significance identified for assessed impacts in those documents, as well as whether mitigation at that time was identified to lower significant impacts to less than significant levels. A brief assessment is then presented regarding the extent to which the earlier analyses are relevant, leading to a conclusion regarding whether or not new technical efforts were necessary for this subsequent EIR.

With regard to the impacts requiring new analyses, each of the subchapters below addresses existing conditions, presents guidelines for the determination of significance (and the sources thereof), analyzes the potential effects of Project implementation against existing and anticipated future conditions (including the potential cumulative effect of other likely projects also being implemented), identifies potential mitigation measures, and assesses whether or not implementation of those measures would lower identified significant impacts to less than significant levels.

In order to assist the reader in tracking between impact significance conclusions and related mitigation measures, significance assessments and the associated mitigation measures have been given correlating numbers and letters. For example, for the issue of aesthetics, the first significant impact is identified in text in the analysis portion of the discussion as AE-1 (Aesthetics impact number 1). The measure designed to attenuate that impact is identified as M-AE-1 (i.e., Mitigation for Aesthetics impact number 1) in the subsequent mitigation discussion.

2.1 Aesthetics

2.1.1 Existing Conditions

The 1981 Sycamore Springs EIR addressed aesthetics in Subchapters 3.10, and 7.6. The analysis found impacts to be less than significant. Based on this analysis, the 1983 EIR addressed visual impacts under “Effects Found Not to Be Significant.” The 1981 document acknowledges the transition from agriculture and open space to suburban development, noted visibility from nearby scenic highway SR 76, and addressed the preservation of open space on site. The 1983 document summarized on-site topographic conditions, noted visibility from nearby scenic highways (SR 76 and I-15) as well as adjacent hillsides. Project elements included grading totals of approximately 2.5 million cy in the northern portion of the Hewlett-Packard Specific Plan property, proposed landscaping of open space and manufactured slopes, disclosed manufactured slopes not to exceed 30 feet (with contour grading required of all slopes exceeding 20 feet in height), and retention of the southern third of the site as passive and active open space.

Much of the prior discussion, however, focused on areas now covered under the Palomar College and Campus Park West projects. In addition, the 1983-proposed type of on-site uses (industrial/manufacturing and commercial as well as open space) are now proposed for single- and multi-family residential uses, commercial uses, office professional uses, active and passive recreational areas and

biological open space. These uses require both different layout and grading requirements, including slope modification in both location and extent.

At this point, additional roads under the scenic highways program should be addressed, more detailed site planning and design guidelines are available (Fallbrook Design Guidelines [1989], I-15 Corridor Scenic Guideline and the Fallbrook Community Plan [available in 1974 but amended in 1988]), cross-sections and photographic simulations remove a level of uncertainty about ultimate project configuration visibility/effect and landscaping plans are available for the current project. In addition, since 1983, evaluation of construction-period effects, as well as cumulative impacts, has increased in importance.

These issues lead to the need for new subsequent analysis based on substantial changes in the proposed project requiring major revisions as well as new information of substantial importance which would result in significant effects not previously discussed.

The following subchapter addresses aesthetics evaluation summarized from the Visual Impact Analysis prepared by HELIX Environmental Planning, Inc. (2009, as amended), and presented in its entirety in Appendix B (2010) to this EIR. The reader is referred to text below for new and/or revised evaluation of all issues related to aesthetics for the Project.

Existing Setting

Topography

The topography of the Project site generally slopes downward to the south and west, toward Horse Ranch Creek, which extends along the western Project boundary and ultimately feeds the San Luis Rey River in the south. The southern area of the Project site is relatively flat, consisting primarily of flood plains associated with the creek and attendant riparian areas. The steepest on-site slopes comprise the walls of the canyons running through the central portion of the northern area, while other steep slopes with more than a 50-foot rise exist on hillsides in the northern portion of the property (Figure 2.1-1, Steep Slope Map).

Existing Site Features

The northern portion of the project site, comprised of coastal sage scrub and non-native grassland habitats burned in the Rice Fire of October 2007. The fire did not burn the area to the south of Pala Mesa Heights Drive, the on-site residence, or the riparian areas. The following information and analysis is based on site surveys conducted prior to the fire.

The Project site currently supports one residence and some non-agriculture grazing activities. The southern extension of Pankey Road, which extends north from SR 76, trends through the southwestern-most portion of the Campus Park property. Several dirt roads are located on site, including Pala Mesa Heights Drive, which divides the Project site's 241-acre parcel to the south and the 176-acre parcel to the north. This private road provides access to the properties located north and east of the road.

The visually dominant features of the Project site consist of riparian vegetation in the approximate southern third of the site, grassy areas in the central third of the site, and a variety of native vegetation among the hills and canyons of the northern third of the site, as described in the Visual Impact Assessment Analysis (Appendix B) and the Biological Technical Report (Appendix G).

The Project site currently has very low levels of existing lighting, due to the existence of only one residence on the property. Minimal lighting, limited to that needed for safety, exists at that residence.

This lighting is visible from some locations along I-15 and is generally the only lighting visible to the east of the interstate at night between the Stewart Canyon Road undercrossing north of the site and SR 76 south of the site.

Typical Views

Several photographs were taken to illustrate the existing visual character of the Project site and the surrounding area. These are described in the following paragraphs. Figure 2.1-2, Photograph Location Map, is an aerial photograph of the Project site and the surrounding area, and shows the location from which each photograph shown in Figures 2.1-3a through 2.1-3f, Typical Views, was taken. Typical views (TVs) 1 through 3 (Figures 2.1-3a and 2.1-3b) were taken on the Project site and depict the existing land forms, vegetation, and structures on site, as well as features of the surrounding area that provide a backdrop for Project views. TVs 4 through 12 (Figures 2.1-3b through 2.1-3f) illustrate TVs toward the Project site from public roadways or trails in the areas surrounding the Project site.

TV 1 (Figure 2.1-3a) looks eastward across the Project site. This photograph was taken from near the western property boundary in the central portion of the Project site. A small shed (which has since been removed when the well site it protected was capped) and some power poles supporting utility lines are visible in the middle ground of the photograph. Grassy areas make up the foreground and surround the shed. Off-site, neighboring groves are visible in the background at the right edge of the photograph. Hills that are part of Monserate Mountain, east of the Project site, comprise the background. This TV depicts both the visual unity of the central portion of the site, consisting almost wholly of grazed/non-irrigated vegetation, as well as the topographic diversity visible in the area.

TV 2 (Figure 2.1-3a) looks southward from the foundations of a former house in the northern portion of the Project site. The foreground shows a small portion of the (disturbed) coastal sage scrub existing in the northern portions of the Project site. The middle ground includes the on-site grassy areas, the prior shed, and some power poles. Citrus and avocado groves neighboring the site appear as the dark green area above the left side of the Project boundary. The roofs of homes in the Lake Rancho Viejo residential development can be seen beyond the San Luis Rey River, in the distance. I-15 and the Lilac Road bridge as well as the hills and mountains defining the valley in which the Project site is located make up the backdrop of this photograph. This view reinforces both the general continuity of the central portion of the site seen in TV 1 as well as the diversity of topography and vegetation provided in the southern portion of the property and off site.

TV 3 (Figure 2.1-3b) was taken from the same location as TV 2, but looks westward. I-15 is visible in the middle ground, at the left and right edges of the photograph, just above the property boundary. A small hill on the northwestern border of the Project site blocks views to (and from) the interstate in most of the middle-ground of the photograph. The hills west of I-15 make up the background of this photograph; single-family estate style homes sited among these hills are visible. The dominance of the topography over the built environment is notable, although the freeway and private residences are clear components of this view.

TV 4 (Figure 2.1-3b) was taken from the intersection of Tecalote Lane and Old Highway 395, at the entrance to the Pala Mesa Resort and looks eastward across I-15 at the Project site. Old Highway 395 and vegetation lining it comprise the foreground of this photograph and provide primary developed view elements. Vehicles on I-15 are also visible. The one existing residence on the Project site is visible in the left-hand portion of the photograph, below the water tank on the hill in the background. Areas of more natural vegetation on site are visible to the left (north) of the residence, and the grassy areas that cover most of the southern portion of the Project site are visible to the right (south) of the residence. The

naturally vegetated hills that make up the Monserate Mountain range comprise the background of this photograph and dominate the middle and background elements from this viewpoint.

TV 5 (Figure 2.1-3c) is a wide-angle view taken along the west side of Pankey Road, just south of SR 76. This photograph looks northward from the very southern portion of the Project site. The intersection of Pankey Road and SR 76 is visible in the foreground, and Pankey Road extends away from the viewer, north of SR 76, in the center of the photograph. Some small grassy areas are visible on the north side of SR 76, backed by the dense riparian trees associated with the floodplain areas of Horse Ranch Creek. Hills and mountains (including Rosemary's Mountain) defining the valley in which the Project site is located make up the backdrop of this photograph. While the topographic and vegetative diversity of the Project site and surrounds are visible (note the riparian contrasts with scrub habitat and valley contrasts with hill and mountain formations, respectively), foreground dominant elements from TV 5 include the paved and dirt roads and utility lines.

TV 6 (Figure 2.1-3c) was taken from the western edge of the I-15/SR 76 interchange. The Project site generally is not visible from this heavily traveled intersection, except for very small portions between the trees in the middle ground. The mountains east of the Project site, including Rosemary's Mountain at the right edge, are visible in the background. Mature vegetation, background hills and roadway elements are equally dominant.

TV 7 (Figure 2.1-3d) was taken from northbound Old Highway 395, and looks northward at the Project site and the surrounding area. Old Highway 395 generally parallels I-15 to the west. At the point where this photograph was taken, Old Highway 395 is located at a higher elevation than the interstate and both are visible. The view encompasses the hills and peaks surrounding the Project site, including Monserate Mountain in the center background. The Project site is located in the far middle ground of the photograph, visible as a light-green swath of grassy area surrounded by darker agricultural and riparian trees. The Lake Rancho Viejo residential development, sited just south of the San Luis Rey River, is located in the center of this photograph between the Project site and the interstate and provides a visually dominant built element. Although the development only comprises a portion of the seen view, and the mountains with their orchards and native vegetation are topographically dominant, the contrasting roof and structure color and density of housing contrasts sharply with other more natural or rural elements in the view.

TVs 8 through 10 (Figure 2.1-3e) illustrate a sequence of views from northbound I-15, starting downhill from TV 5 and north of SR 76. TVs 8 and 9 illustrate the view toward the site blocked by berms and vegetation. The grassy areas on the Project site (and immediately to the west of the Project site) are blocked by the trees in TV 9, but are visible between the trees in TV 10. The single residence on the Project site and the trees surrounding it are (largely obscured but) located in the middle of TV 10, and Monserate Mountain comprises the background.

TVs 11 and 12 (Figure 2.1-3f) illustrate two typical views from southbound I-15. TV 11 looks directly toward the Project site; the ridgeline along the northwestern boundary of the site is visible in the middle ground, at the left edge of the photograph. The grassy areas within the central portion of the Project site are visible between this ridge and the hill to the west (right) of the freeway. Lancaster Mountain is visible above the site, and neighboring groves are discernable above the ridge. TV 12 is closer to the site from southbound I-15; the ridgeline is at the left edge of the photograph, and the grassy areas are in the center. Although the Project site is in the middle ground, and views towards it are open, dominant visual elements from these viewpoints consist of the mountains in the background and north- and southbound lanes of I-15 in the foreground/mid-ground. The industrial developed nature of the highway contrasts sharply with the more natural-appearing hills and the intervening Project site elements are further visually minimized.

Surrounding Area

The Project site is located in a narrow north-south trending valley generally referred to as the I-15 corridor. As shown in Figures 2.1-3a through 2.1-3f, the area surrounding the site is topographically varied. The Project site is bordered on the east and north by Monserate Mountain and foothills. The highest point in the Monserate Mountain range is at 1,567 feet amsl. A public trail maintained by the Fallbrook Land Conservancy and accessed via the northern extension of Pankey Road near Stewart Canyon Road winds to the summit and provides views both to the east and to the west, over the Project site. Neighboring peaks in this range step downward to the south, with the lowest peak reaching a height of 814 feet amsl. Rosemary's Mountain, a large rocky peak, reaches a height of 992 feet amsl east of the southern boundary of the Project site, just north of the San Luis Rey River and SR 76.

Open space exists south of the Project site, associated with the San Luis Rey River. The river is identified as a Resource Conservation Area in the San Diego County General Plan, both for sensitive species and "large patches of Riparian woodland vegetation" (X-K-18). South of the river, Lancaster Mountain rises to 1,485 feet amsl, creating the southeastern boundary of the I-15 corridor valley. The southern boundary of the valley consists of a series of hills generally paralleling the river. I-15 extends north/south through these hills. At the freeway's southern summit within the viewshed, Lilac Road spans the hills over the highway with a visually prominent bridge.

West of the Project site and I-15, another north/south trending series of peaks creates the valley's western boundary. The highest among these peaks rises to approximately 929 feet amsl. I-15 climbs in elevation to the north, as the Monserate Mountain range and the range west of the interstate converge. Some of the largely undeveloped Monserate Mountain area is located within a resource conservation area owned and managed by the Fallbrook Land Conservancy. A water tank is located northeast of the Project site, and a service road, also serving as a recreational trail, trends along the mountain slopes, providing access to the tank and ridgeline. Citrus and avocado groves and passive agriculture are the primary land uses east of the Project site (between the property boundary and Monserate Mountain and south of SR 76). Disturbed but largely undeveloped uses are present on adjacent land to the west of the Project site and east of I-15 (proposed Campus Park West site), including a model airplane landing strip. That site also contains some undeveloped wetland habitat.

The primary land use surrounding the Project site, besides agriculture, is residential. Residential development includes the previously noted Lake Rancho Viejo subdivision of tile-roofed, single-family homes south of the river and the Project site. Large, estate-style single-family residences on large lots are located among the hills west of the Project site and I-15. Landscaped yards, small-scale agricultural facilities (e.g., nurseries, and citrus or avocado groves), varied topography transected by winding roads, and mature trees make up the visual character of the area. Night lighting from the freeway/area roads, as well as residences west and south of the Project site, is visible from public roadways in the area but is filtered by existing mature vegetation. Some native vegetation and undeveloped areas are scattered among these hills. The Beck Reservoir and the Engel Family Preserve, owned by Fallbrook Land Conservancy, are also located in the hills west of I-15. Pala Mesa Resort, a private resort with a golf course, is located at the bottom of the hills to the west of the highway, directly across I-15 from the Project site, and is clearly visible on Figure 2.1-2 as tree-rimmed greensward.

A group of homes and some nursery facilities are located among the hills east of the highway and north of the Project site; local topography blocks most views of the Project site from these homes.

No public parks or recreation areas other than Monserate Mountain Trail, which extends to the north and northeast, exist near the Project site on the east side of I-15. A trail owned and maintained by the

Fallbrook Land Conservancy within the Engel Family Preserve is located near the top of the hills paralleling I-15 on the west.

Project Site Visibility/Viewshed

A “viewshed” is an analytical tool used to aid in the identification of views that could be affected by a potential project. The viewshed is defined as the surrounding geographic area from which the project is likely to be seen, and is delineated based on topography and land use patterns. The viewshed boundary for the Proposed Project was determined through the analysis of aerial photographs and topographic maps, and was field verified by project analysts. Variations between potential visibility to the site and actual possible views are discussed in the text below. The viewshed boundary represents the geographic limits for this visual assessment.

Figure 2.1-4, Project Viewshed Map, illustrates the Project viewshed on an aerial photographic base. The viewshed generally is confined to the areas within the ridgelines that surround the I-15 corridor and define the river valley in this area. The ridgelines of Monserate Mountain and Lancaster Mountain comprise the eastern viewshed boundary while the hillsides west of I-15 delineate the western viewshed boundary. The southern and northern viewshed boundaries are defined by the peaks spanned by the West Lilac Road bridge approximately 1.5 miles to the south and the hills leading upward to Mission Road to the north. Smaller peaks and hillsides and the depression of the river valley create areas within these defined boundaries from which views to the Project site are shielded.

Existing Viewer Sensitivity

Viewer response is composed of two elements: viewer sensitivity and viewer exposure. These elements combine to form viewer reaction to visual changes brought about by project implementation. *Viewer sensitivity* is defined both as the viewers’ concern for scenic quality and the viewers’ response to change in the visual resources that make up the view. Local values and goals may confer visual significance on landscape components and areas that would otherwise appear unexceptional in a visual resource analysis. *Viewer exposure* is typically assessed by measuring the number of viewers exposed to the resource change, type of viewer activity, duration of the view, the speed at which the viewer moves, and position of the viewer.

Motorists

The visual experience of motorists traveling on I-15 is varied, and in the area of the Project site primarily includes views of agriculture and open space, although residences and businesses are also visible south and west of Project site. The highway is heavily traveled, being one of the main north-south routes between the San Diego and the San Bernardino/Riverside areas. I-15 provides views of the project site to 128,000 vehicles north of the SR 76 interchange and 123,000 vehicles south of the SR 76 interchange each day (LOS Engineering, Inc. 2009, as amended). The southern portion of the Project site is located approximately 2,000 feet east of I-15, and is not generally visible from the highway due to vegetation and topography. The northern third of the Project site generally is located closer to I-15; the closest portion of the boundary line lies within 200 feet of the freeway. Views toward the Project site from I-15 (some open and some restricted) are available to motorists traveling along I-15 next to the Project site. As the site extends roughly north-south for approximately two miles, but is also visible for northbound viewers from the south prior to reaching the site, it would be within the larger viewshed seen by the motorist for approximately two minutes at freeway speeds.

Portions of the Project site are visible from Old Highway 395 (roughly paralleling I-15 to the west) and from SR 76 near the southern boundary of the Project site. Prevailing speeds on SR 76 and Old Highway

395 currently are approximately 60 miles per hour (mph) [LOS Engineering, Inc. 2009, as amended]]. Views from these roadways generally are brief and transitory due to the relatively high travel speeds, and intervening vegetation/topography (and for Old Highway 395, the juxtaposition of I-15 vehicular activity between the viewer and the site). Open views encompassing the site can be obtained, however, from Old Highway 395 as it drops toward the valley from the hills to the south, and from SR 76 where it abuts the project for a short distance. Refer to Figures 2.1-3b through 2.1-3f, discussed above, for illustrations of views from these public roadways.

In general, drivers and their passengers along these roads are expected to be passing through the area, on their way to/from larger communities/destinations to the north or south. Area residents would make up a smaller, but perhaps more common, percentage of the viewers along these primary north/south roadways.

Although drivers passing through the area are expected to note project-related changes to the roadway, and be affected by them, their primary focus is on speed of travel and interaction with other drivers on the road. This, combined with both the relatively short duration of exposure time and the number of competing visual elements due to the expansive viewshed, is expected to lessen the importance of specific view elements for this group of viewers. Vehicular passengers would be less concerned about traffic conditions and therefore generally could be more focused on the passing viewscape. Although lessened in level of effect, however, any distraction at all, when combined with the relatively short duration for visibility, would result in the visual impact of specific view elements being less important for this group of viewers than for more static groups such as residential viewers, discussed below.

Residents

Numerous homes are located within the Project viewshed west of the Project site and I-15. Large, estate-style, single-family residences are located on the eastern slopes of the hills west of I-15. Many residents in this area have elevated views of at least a portion of the Project site. These are long-term, stationary views toward a generally rural area with mountainous backdrop. Some residents at higher elevations may see the Lake Rancho Viejo single-family subdivision south of the San Luis Rey River. (Views from Lake Rancho Viejo toward the Project site generally are restricted by topography and vegetation; the Proposed Project would not alter these view-restricting features.)

As shown on Figures 2.1-2 and 2.1-3a through 2.1-3f and previously described, the area west of I-15 consists of rugged terrain. Homes are sited throughout the hills, with a substantial amount of local topographic variation (small hills, bumps and gullies located on the larger hill forms). Residential landscaping also provides frequent shielding of view elements, both from the home where the landscaping is installed as well as for adjacent structures. In other cases, residential (or related) structures themselves block views.

Regardless, where views exist, they can be expansive, and many homes are sited specifically to take advantage of these open views. In these instances, open views encompassing adjacent developed uses, the I-15 corridor valley, and the surrounding mountains to the east are visible, with Monserate Mountain and associated ridge features providing a dominant and natural background to the views from this area.

Residential viewers would be expected to be more sensitive to changes in the immediate viewscape. For these viewers, the Project area can provide an often-seen and intimately known view.

Recreationalists

Monserate Mountain Trail, a hiking trail, is located north and east of the Project site. Portions of this trail are included in the County of San Diego Trail Master Plan. Views to the Project site from the trail generally are

blocked due to local topography; however, some portions of the trail offer unrestricted overviews of the Project site, particularly where the trail parallels the northerly boundaries of the Project site. In these areas, the project site makes up the foreground of views that also encompass the I-15 corridor and points beyond. Currently these views include natural vegetation and grassy areas on the Project site; groves neighboring the site in the middle ground; and some residences, agriculture, highways, and natural areas in the background. The viewer has an expansive view over a diverse landscape. The dominant features of the view (the up-close scrub habitat in the foreground, the grassy areas in the middle ground that draws the eye due to the change in color and scale of the non-vegetated area in contrast to the surrounding area, and the dominant topographic features in the background) all combine to create a primarily natural to rural view from this locale (discussed as Key View 6, in Section 2.1.3).

Another trail is located in the Fallbrook Land Conservancy's Engel Family Preserve, accessible from Sumac Road just south of Pala Mesa Drive. This preserve is located in a mostly residential area west of I-15. The preserve's trail provides an extensive, elevated view of the San Luis Rey River Valley and the I-15 corridor, including the Project site and Monserate Mountain in the background. This trail is primarily a hiking trail; views of the Project site are available from a seating area that overlooks the valley. The viewer looks over I-15 and the intervening Pala Mesa Resort (down slope and in the foreground), to a view comprised primarily of open space and agricultural uses (discussed as Key View 7 in Section 2.1.3). Again, the existing view is one of diversity – with developed natural and agricultural elements—but the scale of the agricultural areas and hillsides/mountains dominate the visual experience.

Individuals using the cited trails system would be expected to be more sensitive to changes in the immediate viewscape. Per the Fallbrook Land Conservancy (May 2007, pers. comm.) estimated users average two-to-three individuals per day for the Monserate Mountain Trail and two-to-three individuals per week for the Engel Family Preserve. Viewers using these trails would be moving at pedestrian rates of travel, or even sitting at overlooks (such as within the Engel Family Preserve). As a result, they are expected to be sensitive to Proposed Project modifications to the existing setting, as well as, potentially, any change from a more to less “natural” experience.

Several public and private golf courses exist within five miles of the Project site. The nearest is Pala Mesa Resort, directly west of the Project site and separated from it by I-15. The vegetation and landforms within this public golf course screen golfers' views of the highway and the Project site.

Regulatory Framework

Visual resources are subject to plans and policies developed to ensure adequate consideration is given to preserving and/or enhancing the visual qualities of an area. These policies aid in the evaluation of the planning agency/community perception of visual qualities within an area, as well as providing guidance as to whether Proposed Project modifications would be visually compatible with County/community goals. The Proposed Project is subject to the following guidelines and policies.

State of California

California adopted a Scenic Highway Program (Streets and Highways Code, Section 260 *et seq.*) in 1963 to preserve and protect scenic highway corridors from change that would diminish the visual quality of areas that are adjacent to highways. The scenic designation is based on the amount of natural landscape visible to motorists, the scenic quality of the landscape, and the extent to which development intrudes upon the motorist's enjoyment of the view.

I-15 is classified as an “Eligible” California Scenic Highway from SR 76 north to SR 91 near the city of Corona. Since the Project site is immediately north of SR 76 and east of I-15, it is located within the

Scenic Highway corridor. The eligible designation can be changed to “officially designated” when the local jurisdiction adopts a scenic corridor protection program, applies to the Department for a scenic highway approval, and receives notification from Caltrans that the highway has been designed as a Scenic Highway.

County of San Diego General Plan Scenic Highway Element

The Scenic Highway Element of the County General Plan (adopted January 1975, amended December 1986) was established to preserve and enhance the County’s scenic, historic and recreational resources with a network of scenic highway corridors. The County has designated numerous roadways as scenic routes, based on the following criteria:

- Routes traversing and accessing major recreation or scenic resources
- Routes traversing lands under the jurisdiction of public agencies
- Routes supported by significant local community interest
- Routes offering unique opportunities for the protection and enhancement of scenic recreational and historical resources

SR 76 from El Camino Real east to I-15, excluding the portion within the City of Oceanside, is a County-designated First Priority Scenic Route (route meeting three or more of the Scenic Highway System Priority List criteria), and is located 0.5 mile west of the southern edge of the Project site. I-15 from SR 76 north to the Riverside County line is a County Third Priority Scenic Route (route meeting one of the criteria). Since no public agency holds a large block of land in this area, it is assumed that the designation was based on the presence of scenic resources or significant local community interest.

Reche Road and Mission Road also are listed as second priority scenic routes (routes meeting two of the above criteria). Reche Road extends westward from Old Highway 395, west of I-15 and approximately one mile north of the project site. Mission Road is an east-west trending road located approximately 1.5 miles north of the project site.

County of San Diego Fallbrook Community Plan/15 Corridor Subregional Plan and County of San Diego Fallbrook Design Guidelines

The Project site is located within the Community Plan area, which encompasses a segment of I-15 identified for scenic preservation (the unincorporated portion of the I-15 corridor from northern Escondido city limits to the Riverside County line). The purpose of these documents is to identify standards and guidelines for planned development and retention of important cultural or natural elements that contribute to the lifestyle and community character of this part of the County. Specific to the I-15 Corridor Scenic Preservation Guidelines, the document states that:

The purpose of the following scenic and planning quality guidelines is to : (1) protect and enhance scenic resources within the I-15 corridor planning area while accommodating coordinated planned development which harmonizes with the natural environment; (2) establish standards to regulate the visual quality and the environmental integrity of the entire corridor; and, (3) encourage scenic preservation and development practices compatible with the goals and policies of the five community and Subregional Planning areas encompassed by the I-15 corridor area, when appropriate (County of San Diego 1988:24).

The standards are specifically noted as addressing both man-made and natural features with the potential to affect scenic quality of the I-15 corridor area. Also noted in these documents is the need for development of more detailed design criteria, to be applied to areas with a “B” designator and requiring preparation of a Site Plan in order to obtain a development permit (as is the case for the Proposed Project). The Fallbrook Design Guidelines were in fact developed, and are implemented via a design review process, in which a Project Applicant works to ensure that a potential project is consistent with the guidelines.

Applicable goals and policies within the Fallbrook Community Plan/I-15 Corridor Subregional Plan, and the Fallbrook Design Guidelines are presented in Table 2 of the full VIA (Appendix B). Standards relating to site planning; walls, fences and berms; landform; vegetation retention; parking and circulation; lighting; landscaping; non-motorized circulation; building equipment and services; architecture; and signage are included.

Resource Protection Ordinance

The County’s RPO provides special regulations applicable to certain types of discretionary applications, including tentative maps. The ordinance focuses on the preservation and protection of the County’s unique topography, natural beauty, diversity, natural resources, and quality of life. It is intended to protect the integrity of sensitive lands including wetlands, wetland buffers, floodplains/floodways, sensitive habitats, cultural resources, and steep slopes (lands having a natural gradient of 25 percent or greater and a minimum rise of 50 vertical feet, unless said land has been substantially disturbed by previous legal grading), all of which are components of visual quality and community character. As discussed in Chapter 1.0 of this EIR, on July 23, 2004, the County Planning Commission granted an RPO exemption for Campus Park consistent with the RPO exemption of all or any portion of a Specific Plan Area with at least one Tentative Map or Tentative Parcel Map approved prior to August 10, 1988.

Hillside Development Policy (I-73)

The County’s Hillside Development Policy requires that development of building sites in hillside areas be planned and constructed so as to provide building sites while optimizing the aesthetic quality of the final product/site. Physical site resources to be preserved or enhanced include existing natural terrain, established vegetation, visually significant landforms, and portions of a site that have significant on-site vistas.

Dark Skies/Glare

The County of San Diego Outdoor Lighting Ordinance (Division 9, sections 59.101-59.15 of the Zoning Ordinance) seeks to control undesirable light rays emitted into the night sky in order to reduce detrimental effects on astronomical research. Zone A, defined as the area within a 15-mile radius centered on the Palomar Observatory and within a 15-mile radius centered on the Mount Laguna Observatory, has specific light emission restrictions. The unincorporated portions of San Diego County not within Zone A fall within Zone B, and are subject to lesser restrictions. Outdoor lighting, such as security or parking lot lighting, must be less than 4,050 lumens and fully shielded within Zone B. The Project site is located approximately 17 miles from the Palomar Observatory and much farther from the Mount Laguna Observatory and is therefore within the Outdoor Lighting Ordinance Zone B.

2.1.2 Guidelines for the Determination of Significance

Guidelines of Significance

The project will result in a significant impact if it would:

Visual Resources

1. Change the composition of visual pattern in the visual environment and the change would be incompatible with the existing visual character in terms of dominance, scale, diversity, and continuity. These terms are defined as follows:
 - Dominance in pattern character occurs when a specific feature is prominently positioned, contrasted or extended to a point where the specific feature strongly influences the pattern character of a scene (e.g., a telecommunications tower in an undeveloped area)
 - Scale is the size relationship among landscape components in the visual environment. Scale is the result of the overall size and positioning of pattern elements and character (e.g., the scale of a power plant is greater than that of a backup generator)
 - Diversity is the frequency, variety and positioning of pattern elements. The more these pattern elements are intermixed, the greater the resulting diversity (e.g., a town sited between a highway and a river, surrounded by a combination of residential uses, agricultural operations and natural landscape would have a high level of diversity)
 - Continuity is the uninterrupted flow or transition among pattern elements (e.g., miles of grasslands on rolling hills would comprise high continuity).
2. Result in physical changes that would substantially degrade the quality of an identified visual resource, including, but not limited to, unique topographic features, steep slope lands (as defined in the RPO), ridgelines, undisturbed native vegetation, surface waters and major drainages, public parks, or recreational areas.
3. Result in physical changes (i.e., land disturbing activities) to the visual environment that would demonstrably and adversely affect the viewshed of a designated scenic highway, scenic vista, or the I-15 Corridor Subregional Plan area (as contained in the Community Plan) and Fallbrook Design Guidelines.

Dark Skies and Glare

4. Install outdoor light fixtures that do not conform to the San Diego County LPC (Sections 59.108-59.110) lamp type and shielding requirements and County Zoning Ordinance.
5. Install highly reflective building materials including, but not limited to, reflective glass and high-gloss surface color in areas that will be visible along roadways, pedestrian walkways or in the line of sight of adjacent properties.

Guidelines Sources

Guidelines No. 1 and 2 are derived from CEQA Guidelines Appendix G and are intended to support definition of whether a proposed project will have a significant impact on visual character and quality. These two significance guidelines also are based on established principles from the most widely used and

accepted visual resource assessment methodologies, including the U.S. Department of Transportation, *Federal Highway Administration's Visual Impact Assessment for Highway Projects*; the U.S. Department of Agriculture, Forest Service Visual Management System; and the U.S. Department of Interior, Bureau of Land Management modified Visual Management System. The concepts contained in these assessment approaches provide accepted practices for evaluating visual resources both objectively (visual character) and subjectively (visual quality). This is accomplished by comparing the existing visual environment to the construction and post-construction visual environment, and subsequently determining whether the project will result in physical changes that are deemed to be incompatible with visual character or degrade visual quality, as outlined in Guidelines No. 1 and 2.

Guideline No. 3 is based in part on the principles discussed above as well as the Scenic Highway Element and Community Plan. Any impacts to visual quality and character of scenic highways, vistas, and I-15 corridor will be evaluated in terms of visual quality and character. In addition, the project is required to be in conformance with applicable County standards related to aesthetics, including the General Plan and standards that apply to the I-15 corridor, such as the I-15 Corridor Subregional Plan. Non-compliance would result in a project that is inconsistent with County standards and may result in a potentially significant impact.

Guidelines No. 4 and 5 rely on the lamp and shielding requirements established in the LPC (Sections 59.108-59.110) that have been determined to effectively reduce impacts on dark skies. The standards are the result of a collaborative effort between technical lighting experts, astronomers, and County staff to effectively address and minimize the impact of light pollution on dark skies. The standards were developed in cooperation with lighting engineers, astronomers, San Diego Gas & Electric Company, Palomar and Mount Laguna observatories, San Diego County DPLU and DPW staff, and local community planning and sponsor groups. As outlined under the Legislative Intent of the LPC (Section 59.101), "The intent of the Division is to restrict the permitted use of outdoor light fixtures emitting undesirable light rays into the night sky which have a detrimental effect on astronomical research." The Code was written specifically to ensure that new outdoor lighting would have minimal impacts on astronomical observatories. Therefore, compliance with the ordinance is, by definition, assurance of no significant impact. The corollary to this is that non-compliance results in possible significant impacts. Therefore, a project that exceeds these significance guidelines would represent a potentially significant impact on dark skies.

2.1.3 Analysis of Project Effects and Determination as to Significance

Analysts conducted a field survey to assess the visibility of the Proposed Project from the surrounding area. Key Views, consisting of photographs taken from public viewpoints, are used below to support the analysis. These were identified based on the number and frequency of views, the potential sensitivity of viewers, and the types of Project-related features that would be visible. Locations for key views to the Project site were selected using the following criteria:

- Type of viewers/viewpoint (public views generally are considered more sensitive than private views)
- Breadth of the view (views taking in a number of elements rely less on any one element than those focusing on a specific criterion)
- Depth of the view (increased distance from the observed element makes it appear smaller, less detail is registered, and visibility may be affected by atmospheric conditions such as fog, smog, etc.)
- The amount of time (duration) and/or number of times each observer is exposed to the view

- Number of viewers exposed to the view (a greater number of viewers makes the view more sensitive)
- Designated scenic viewpoints and scenic highways are considered sensitive viewpoints

Refer to Figure 2.1-2 for the locations of the key views, and to Figure 2.1-5, Cross-section Location Map, for a map depicting the location of the cross-sections, also included in the discussion below.

Incompatible Change in the Composition of the Visual Environment (Guideline No. 1)

This section addresses perceived change to existing views to the property based on implementation of the Proposed Project for most public and private viewers. The discussion addresses land uses and related structures and landscaping proposed by the Campus Park Project, implementation of the conceptual landscape plan (Figure 1-24), as well as sound walls proposed to attenuate noise levels for potential new residents of the Project site (Urban Crossroads 2009, as amended). Primary locations for views to the Proposed Project are discussed, starting with I-15, which provides some of the closest and most consistent views to the Project (the reader is also referred to the discussion of I-15 under Guideline No. 3, below, which addresses conformity with I-15 scenic corridor guidelines). ~~Four~~ Simulations from I-15 are discussed below. Cross-sections also are provided to illustrate proposed grading at several key points (see Figure 2.1-5).

Views from I-15

The alignment of I-15 allows for a variety of visual experiences for drivers approaching and traveling through the valley within which the Project is located. Expansive views of the I-15 valley corridor are available from both the north and the south approaches. These views include large portions of the valley, the San Luis Rey River, surrounding hillsides, and a local landmark bridge spanning the hilltops at the valley's southern edge. Most houses within this portion of the I-15 corridor that are visually accessible to drivers on both north- and southbound I-15 are located in neighborhoods west of the freeway, are sited on large lots, and are not highly visible due to ornamental landscaping. Some of Lake Rancho Viejo's high contrasting and highly visible (generally due to the red tile roofs) ~~more~~ dense homes are located south of the San Luis Rey River and east of I-15. These latter homes currently constitute a discordant element within the surrounding area, which generally appears open, agricultural, and primarily undeveloped immediately adjacent to the river.

As stated in Subchapter 1.2 of this EIR, the Proposed Project would develop multiple uses, including single-family and multi-family residential, office professional, commercial/retail and recreational uses. The Proposed Project also would preserve large blocks of riparian and upland vegetation existing on the Project site within dedicated open space lots.

Figure 2.1-6, Photo Simulation Key View 1, provides a simulation depicting the level of change potentially seen by northbound drivers on I-15, approximately one mile south of SR 76. Various elements of the Proposed Project would be visible within northbound views including single-family housing in the northern portion of the site, and Town Center and multi-family residential buildings in the center of the site, ~~and the multi-family residential area along SR 76~~. The simulation depicts the residential buildings in off-white with earth-tone roofs, and the Town Center buildings in white to generally illustrate worst-case massing. The reader should note that the simulation is conservative in its depiction of the Proposed Project. As indicated on Figure 2.1-6, multi-family units west of future Horse Ranch Creek Road were deleted from the Project following public circulation of the Draft EIR. Those structures visible on Figure 2.1-6 would not be constructed. This area would contain a small pump station

in the northeast quadrant of Pankey Road and SR 76, and a trail staging area for hikers and equestrians immediately to the north, between the pump station and Pankey Place.

Visual buffering provided by landscaping is not shown, ~~including trees proposed for Project installation along SR 76, and achieving up to 30 feet in height at maturity.~~ Streetscape and HOA planting throughout the development, as well as landscaping installed by private homeowners would additionally increase greenscape effects. As illustrated by the simulation, a number of elements attenuate adverse visual effects from this locale. These include: retained riparian area, lack of change to surrounding groves, the small scale of area actually affected within the expansive view seen, lack of change to the natural background slopes that play such a dominant visual role in this view, and the visual repetition of the natural light and dark “speckling” shown by boulders on steep hillsides within vegetation being echoed in the structure walls versus roofs and interspersed greenbelts. When the additional streetscape and HOA slope planting is added, effects would be further lessened. The combination of these elements would result in a less than significant level of compositional change from this segment of the scenic highway.

From its southern boundary along SR 76, the Project parcel extends approximately two miles north/south at a variable width east of I-15. As noted above, motorists traveling on I-15 at the speed limit of 70 mph would be driving next to the Project site for less than two minutes. During this time, views toward the Project site and the surrounding hillsides are somewhat restricted by vegetation and topography, particularly adjacent to the southern and northernmost portions of the Project site. The creek extends along approximately one mile of the Project site boundary, and supports large trees. The trees restrict views to the Project site from I-15, particularly for approximately one half mile where the creek (and the site boundary) are closest to the freeway. The trees would prevent motorists traveling north on I-15 from seeing the multi-family and Town Center buildings when closest to them. Next to the north-central portion of the Project site, however, the upstream areas of Horse Ranch Creek are narrower and support less vegetation. More open views are available and include the on-site and neighboring grassy areas and abutting Monserate Mountain. The reader is again referred to TVs 8 through 12 (Figures 2.1-3e and f).

Cross-section A (Figure 2.1-7) was drawn across a point on I-15 northbound approximately 2.75 miles north of Key View 1 and 1.25 mile north of SR 76, near the center of the Project site, through the Project site in an east-west direction, and illustrates the relationship of the Project site to the interstate. Old Highway 395 and I-15 are located at the far left edge of this cross-section. The Project site in this area is generally flat, sloping up slightly to the east (right edge of the cross-section) and at the same general elevation as I-15. The slow rise in topography to the east across the Project site, and the retention of all proposed development generally toward the valley floor in relation to the steeper rise east of the Project site, is illustrated.

Figure 2.1-8, Photo Simulation Key View 2, depicts the existing and post-construction Project conditions from Key View 2, taken from northbound I-15 more than three miles north of Key View 1, near the central part of the Proposed Project. This view looks northeastward across the Palomar College property and then the Project site. Grassy areas dominate the existing view; however, other vegetation also is visible. Trees located near former home sites and in the on-site canyons are visible in the center of the view; the existing residence is also visible among these trees. Monserate Mountain makes up the background of this view. Some vegetation that grows at the border of the Project site and I-15 is visible at the left edge of the photograph.

The Proposed Project would develop several types of buildings in the grassy areas currently visible from Key View 2 and other portions of I-15 next to the northern portion of the Project site. Single-family homes would be located to the north and east, in the grassy areas that abut the adjacent mountains, in the middle-ground of this view. Office professional uses would be located westerly of the residential uses,

along the western property boundary. The view from this viewpoint of PO-1 and PO-2, with the residential areas located behind them, provides the focus of the simulation.

Prior to landscaping of individual lots by private homeowners, the view from northbound I-15 toward these houses would show structure walls and roofs. The houses would have varied shapes and heights (not exceeding 35 feet) and earth-toned roofs and would appear small in scale due to the distance of approximately 1,500 feet (0.25 mile) from the viewer. Any adverse effect would be further subdued as individual lot landscaping matures and homeowner trees/shrubs are added to community maintained landscaping.

The office professional buildings (PO-1 and PO-2) would be closer to the viewer than the residential areas. Project-required sound walls are visible behind and at a higher elevation than the office professional buildings; these are depicted in light brown/tan (and again, for purposes of visibility, without the vining vegetation that would cover them pursuant to the landscape plan). Streets would be lined with small- to medium-sized trees with broad canopies. Manufactured slopes between groups of houses or along the eastern edge of the Proposed Project may be visible from northbound I-15 in the short-term, but as shown in Figure 2.1-8, would be quickly obscured from off-site views by the Proposed Project streetscapes. These would be part of the fuel-modification/fire safety zones surrounding the group of houses. The slopes would be planted with shrubs and trees with similar visual character to those on the surrounding hillsides, providing a visual transition between the ornamental landscape within the development and the preserved native vegetation and open space in the surrounding hills. Horse Ranch Creek Road would be lined with street trees planted 40 to 50 feet on center that would be visible in front of these buildings and facilities; these trees would soften the buildings masses and provide vegetative screening.

The trees along Horse Ranch Creek Road and vegetated roadway slopes would comprise a major part of the view. Project assumptions assume a range of tree plantings (15-gallon to 24-inch boxes) with planted heights of 8 to 12 feet at installation, and 2 to 3 feet of growth per year. These assumptions were reflected in the modeling assumptions. Trees depicted in the simulation were modeled to average 24 feet in height five-to-seven years after planting, additionally randomized in the model by 15 percent. At maturity, the trees depicted would be approximately 30 to 40 feet in height. The office professional buildings would be no higher than 35 feet; therefore, from this vantage point the street trees would be approximately as high as the buildings and would act as a visual screen. Portions of the buildings would be visible behind the trees, as they would be spaced to allow 20 feet between mature canopies pursuant to the Project FPP. The simulation shows PO-1 at the left-hand side of the simulation. The larger tan building just left of center in the depiction represents the side of the one-story PO-2 development that is closest to the property line (i.e., immediately east of the future Palomar College campus). As illustrated in the simulation, the other buildings in PO-2 are additionally obscured by set back from the property line, with an intervening parking lot. Trees associated with Project-required parking lot landscaping provide additional shielding.

As illustrated by the simulation, a number of elements minimize adverse visual effects from this locale. These include: lack of change to the natural background slopes that play such a dominant visual role in this view, the relatively small scale of Project features within the expansive view seen, the articulation of the architectural features, and coloration of the roofs. In addition, the interspersed vegetated areas would create a visual repetition of the natural light and dark variations of the background vegetation, and the street trees and Project landscaping would reduce the visible mass of the buildings. The combination of these elements would result in a less than significant level of compositional change from this viewpoint.

Figure 2.1-9 illustrates a photo simulation from Key View 3. Key View 3 was taken from the northernmost point in the Project's viewshed, along southbound I-15, more than 1 mile north of Key

View 2 and approximately 1.5 miles south of the Mission Road exit, just north of the Stewart Canyon Road under-crossing. As shown in this key view, local topography (e.g., the hill at the northwestern corner of the Project site) blocks views to most of the property. This hill restricts some views toward the Project site from northbound and southbound I-15 near the northernmost portion of the Project site. A small portion of the Project site is visible in the photograph's middle ground as the road curves to the right. Hills to the south and east of the site and citrus/avocado groves neighboring the Project site at the foot of these hills are visible at the foot of the hills to the south and east of the site that comprise the background of the photograph. These background hills would not be altered by the Proposed Project, and would continue to provide a background for views similar to those in Key View 3.

Also as shown on Figure 2.1-9, visible portions of the Proposed Project from the vicinity of Key View 3 would include the upper stories, roofs, and tree canopies of the single-family residential neighborhoods, and slopes. These slopes would be planted and managed to provide both a fire safety buffer and a visual transition between the ornamental landscaping of the developed portions of the Proposed Project and the native vegetation of the open space areas and surrounding mountains. Portions of the Proposed Project that may be visible to the right (south) of the hill would include distant office professional buildings, the sports complex, the Town Center, multi-family residential buildings, and planting associated with Horse Ranch Creek Road. Proposed zoning would restrict Town Center structures to a maximum of 40 feet in height. Town Center structures are planned to be one-story buildings ranging from generally 28 to 39 feet in height at roof peak. Finally, the multi-family residential buildings previously proposed along SR 76 are also visible. The depiction is a worst-case illustration, with color contrast heightened and lacking screening vegetation. In addition, as noted for Figure 2.1-6, multi-family units west of future Horse Ranch Creek Road were deleted from the Project following public circulation of the Draft EIR. Structures visible on Figure 2.1-9 would not be constructed, and the area would instead contain a small pump station. A trail staging area for hikers and equestrians would be located immediately to the north. If Figure 2.1-9 shows other proposed structures and the partial shielding provided by intervening topography as well as the low-lying nature of the Proposed Project relative to the magnitude of the surrounding topography. Even in this worst-case simulation, it can be seen that the change in composition is not incompatible with the existing setting. The dominance of the surrounding hills and mountains continues to draw the viewer's eye. Adverse effects would be lessened once the additional attenuating factors are incorporated. These factors include applying the softer colors for the buildings and screening vegetation shown for the site on the Project landscape plan (refer to Figure 1-24). As the Project landscaping matures, more green and less of the buildings would be visible, additionally relating the current vegetatively barren site to the abutting hillside groves. Overall, given the intervening topography, the minimizing effect the rise in elevation of I-15 has on "shortening" building mass, the location of proposed elements toward the base of slopes, and the beneficial effect demonstrated by Project-required landscaping, changes to the I-15 viewshed are determined to be less than significant from this viewpoint.

Figure 2.1-10, Cross-section B, was drawn through a point on I-15 approximately one mile south of Key View 3, near Key View 2, and extends from Old Highway 395 eastward and slightly southward through the central portion of the Project site. Old Highway 395 and I-15 are shown at the left (west) edge of the cross-section. The Project site slopes upward to the east (right edge of the cross-section). Cross-section B illustrates cutting and filling of the existing grade to create flat pads on which the single-family dwellings, roads, and the active-sports park site would be located.

The manufactured slopes created by Project grading may be visible from I-15, but generally would be planted with shrubs and trees that would provide erosion control and would visually screen the slopes. The vegetation required by Project design would effectively lower any adverse effect associated with these cut and fill slopes to less than significant levels. Particularly with regard to the largest cuts on the east side of the Proposed Project, however, the erosion control hydroseeding would be critical to

maintaining current views from off-site westerly viewers. The reader is referred to the discussion in Guideline No. 2 for additional information on this topic.

Figure 2.1-11 illustrates a photo simulation from Key View 4. Key View 4 was taken from a moving vehicle at a point on southbound I-15 adjacent to the northern portion of the central Project site, near Cross-section B and northward-looking Key View 2, and illustrates a southeasterly view from this point, open view toward the Project site, with the Palomar College property in the foreground. Rosemary's Mountain and Lancaster Mountain comprise prominent background features in this view. The citrus groves that border the Project site to the east are also visible; these groves spread northward toward the left edge of the photograph. Brown, grassy flat areas and power lines on and adjacent to the Project site are visible between the groves and the northbound I-15 lanes in the foreground.

Similar to the I-15 northbound views, views from southbound I-15 would include developed elements following Project implementation. The Key View 4 simulation illustrates a portion of the Project site that would be visible from the freeway, as seen in Figure 2.1-11. The single-family homes of PA R-1 and the office professional structures are seen in this simulation with the proposed structure façades, including the metal and stucco/stone accents and glass windows of the office buildings. The multi-family uses (MF-3-1 and MF-2), as well as the Town Center show as block massing, in part due to representation of proposed (unshielded) sound walls, and in part because of their distance from the viewer at this viewpoint. Street trees and slope landscaping also are simulated. Similar to Figure 2.1-8, the trees are shown at approximately 24 feet in height, the assumed height of the trees five to seven years after planting. At maturity, the trees depicted would be approximately 30 to 40 feet in height. The office professional buildings would be no higher than 35 feet; therefore, from this vantage point the street trees would be approximately as high as the buildings, and would act as a visual screen, although portions of the buildings would be visible behind the trees, which would be spaced to allow 20 feet between mature canopies, consistent with the Project FPP.

The multi-family residential units also would have a maximum height of 35 feet. Varied setbacks and building elements that visually minimize building mass and prominence would be used to create variety among these buildings, and landscaping would be used to create continuity with the larger Proposed Project and to soften building masses. Utility areas would be screened, and parking areas would be surrounded by landscaped berms or buffers. Parking garages or structures would employ the same general architectural details as the residential buildings. No building within the Proposed Project would rise above the horizon line created by Monserate Mountain or peaks to the east, which provide a background to views from I-15.

As previously discussed, right-of-way for Horse Ranch Creek Road, the major access road proposed for the Project, would be aligned along the western edge of the Proposed Project (east of Palomar College) and would be visible from Key View 4. The trees shown screening the buildings are part of the roadway landscaping. From I-15, some views of other portions of the Proposed Project would be available between the trees, such as office professional buildings, the Town Center, and the active sports park.

Additionally, manufactured slopes are depicted below the trees in the simulation. These slopes are shown covered with proposed landscaping, which would be used to provide erosion control and a transition to the surrounding native vegetation. Some manufactured slopes created by project grading between buildings, at the east edge of development closest to the background slopes or at the edges of the Proposed Project (such as to support Horse Ranch Creek Road) additionally may be briefly seen from I-15. These would be variously planted with trees, shrubs, and hydroseed to provide erosion control and visually screen the slopes. Generally, the vegetation required by Project design would effectively lower any adverse effect associated with these cut and fill slopes to less than significant levels. For the steep

area of cut at 2:1 at the eastern Project edge, landscaping required by the Project would be critical to maintaining current views from off-site westerly viewers.

In summary, the Proposed Project development would retain approximately 42 percent of the Project site, including on-site riparian and coastal sage scrub vegetation, thereby retaining existing diversity related to habitat. Given the rise in topographic features associated with Monserate Mountain, Rosemary's Mountain and Lancaster Mountain to the north, east and south, respectively, structures associated with development would appear small in scale. This effect would be enhanced by the distance from the Project at which most views would be situated, as well as their often being higher in elevation. Because views subject to modification are located primarily east of existing viewpoints, the landscaping associated with Horse Ranch Creek Road (generally on the western perimeter of the Project) would provide substantial amounts of vegetative screening. Although similar vegetation is not currently located on site, this irrigated streetscape would echo the green of the abutting groves on the Project's east side. Finally, development would not rise above the horizon line created by the background mountain range, which would not be altered by the Project. These peaks would remain the overwhelmingly dominant element in views to the east. Project design (varied product type, height, color), as well as Project landscaping (including the street trees and slope planting), would result in changes to the view caused by the Proposed Project being less than significant. As such, a **less than significant impact** is identified regarding incompatibility with existing visual character based on review of diversity, scale, continuity, and dominance.

Views from State Route 76

SR 76 borders the Project site at its southern edge. SR 76 is a First Priority Scenic Route west of I-15, but has no scenic designation east of I-15, where the Project site is located. The visual character of SR 76 mainly is rural in nature although the road does pass through a few towns and developed areas, including commercial just west of the intersection of SR 76 and I-15. Common visual elements on the land adjacent to SR 76 in the vicinity of the Project site are citrus groves, large ornamental or dense riparian trees, and undeveloped open lots. The southernmost portion of the Project site is visible from SR 76, as illustrated in Key-Typical View 5 (Figure 2.1-3c+2, ~~Photo Simulation Viewpoint 5~~).

~~Figure 2.1-12 illustrates a photo simulation from Key View 5. The Key View 5 photo was taken from the south side of SR 76, near the Pankey Road intersection, east of I-15, and illustrates an easterly view of the southernmost portion of the Project site. Dense riparian vegetation associated with Horse Ranch Creek is visible on the left side of the view, and a flat, grassy area is visible between the trees and the roadway. Tall, dense stands of eucalyptus trees bordering the southeastern edges of the Project site are visible in the middle ground, left of the roadway, and some citrus trees in groves south of SR 76 and east of Pankey Road/Shearer Crossing are visible to the right of the roadway. SR 76 comprises the foreground of the view and extends eastward into the background. Rosemary's Mountain is a dominant feature in the background of this view.~~

~~Multi-family residential uses would be located in the portion of the Project site aligned along the north side (left side in the photograph) of SR 76 in this area. Parking lots generally would be located in interior areas and would be screened from public views by buildings as well as the intervening sound wall and landscaping. The residential structures within this area would be adjacent to SR 76, and would require a sound attenuation wall. The barriers would be 10 feet high along SR 76 and 8 feet high along Pankey Road/Pala Mesa Drive. The wall fronting SR 76 would be visible to both east and westbound travelers along SR 76. The sound wall aligned along Pala Mesa Drive would be visible to eastbound travelers on SR 76. In addition to the sound walls, a A six-foot high community theme wall would extend along the eastern property boundary edging MF 4 and future Horse Ranch Creek Road. This decorative wall would be most visible to westbound travelers along SR 76.~~

~~For the frontage along SR 76, the berm upon which the sound wall would be sited would be up to 4 feet high surmounted by a six to eight foot sound wall. The sound attenuation walls would be articulated with stone clad pilasters and would support vines, pursuant to the landscape plan. These vines would consist of one or more of the following plants—grape, ficus and/or ivy—resulting in variation during the year due to varying colors of green, as well as the deciduous nature of the ivy.~~

~~As seen in the simulation, the Proposed Project also would include a row of oak trees aligned along SR 76. Although not shown along SR 76, shrubs ranging in height from 18 inches (needlegrass) to 24 inches (gazania, lantana, ceanothus) to 10 to 18 feet in height (toyon, sumac, blue-eyed grass) would be planted where space is available between the “road recovery” zone associated with this state route and the sound wall. Sycamore trees would be used as an accent at the intersection of SR 76/Pala Mesa Drive/Pankey Road. The trees would be placed approximately 50 feet apart, ensuring a 20-foot separation between mature canopies for fire safety. The vines and trees depicted in the simulation are shown several years after planting, but not at full maturity. At maturity, the trees depicted would be approximately 30 to 40 feet in height, and the vines are anticipated to cover approximately 75 percent of the wall if maintained to appear espaliered. (If the vines are not maintained to show pattern, up to 100 percent coverage could occur during full growth periods, with some wall showing during winter months.)~~

~~A multi-purpose trail would extend parallel to SR 76 north of the trees. The trail would be separated from the roadway by a post-and-rail equestrian fence; this trail is visible in the simulation. No planting beyond erosion control hydroseeding would occur within the road recovery portion of the right of way, shown here at 20 feet in width.~~

~~From SR 76, the upper stories and roofs of the multi-family buildings would be visible above the wall and between the trees. The roofs of the houses would be earth-toned, and are shown in deep reddish and brown soil colors. The horizon line created by Rosemary’s Mountain in the background would remain a dominant feature behind the Project in views from this area. Additionally, the oak trees proposed to be aligned along SR 76 and Pankey Road would be consistent with native and rural landscapes throughout this part of the County. Alternatively, and with Fire Marshal approval, a row of grapefruit trees may provide planting elements visually similar to the grove trees on the south side of SR 76, as well as on Rosemary’s Mountain. Either design would provide visual continuity between the Proposed Project and surrounding area.~~

~~A trail staging area and a sewer pump station are proposed immediately west-east of Pala Mesa Drive/Pankey Road and the multi-family residential area shown in the simulations. The sewer pump station would be located on a 0.10.2-acre site west south of the staging area and biological open space preserve. The staging area would provide parking for recreational users intending to utilize the region’s existing and/or proposed trail network. It would be accessed from Pala Mesa Drive/Pankey Road and would include an asphalt parking lot, trees and other landscaping, including a landscaped berm to screen lower asphalt portions of the parking area from view from the north, east and south.~~

~~This portion of the Proposed Project would be connected via roadways and pedestrian/bicycle paths to the remainder of the Proposed Project. The major roadway that would provide access to the Proposed Project generally would be aligned near the eucalyptus trees visible in the middle-ground of Key View 5, at the foot of Rosemary’s Mountain. This roadway, Horse Ranch Creek Road, would be lined with trees and trails, and would include a landscaped median.~~

~~Cross section C (Figure 2.1-13, Cross sections C and D) is drawn from SR 76 (at the right edge of the cross section) northerly through the southernmost portion of the Project site, and illustrates the typical existing topographic configuration of this area of the Project site, as well as the Proposed Project grade.~~

~~The grasslands visible in Key View 5 are located in this generally flat portion of the Project site bordering SR 76. The riparian areas visible in the middle ground of Key View 5 would be located to the far left of this cross section.~~

~~As shown in Cross section C, Project proposed uses would require fill in order to raise the ground level above the Horse Ranch Creek flood plain. Realigned SR 76 (discussed in cumulative projects below) similarly would be raised; therefore, the grading required within this portion of the Project site would not be highly visible. The riparian areas located north of the limit of grading demarcated on Cross section C would be preserved. The proposed uses within this area would be much more visually evident, with introduced man-made vertical elements, resulting in a major change in visual character from the existing grassland. The diversity of riparian versus grassland habitats, however, would be visually echoed (in a more developed setting) in the diversity between the riparian and Project landscaped elements.~~

This area is visually isolated from the larger Proposed Project by the riparian vegetation associated with Horse Ranch Creek. Streetscape vegetation (including trees, shrubs, and ~~vines~~grasses) would be provided between the viewers along SR 76 and ~~the multi-family housing~~Project uses. ~~The residential uses~~Pump station and staging area uses proposed for this area would comprise a peripheral, short-term view for passing motorists within a larger setting that includes the surrounding hills and mountains as dominant background elements. Assuming posted speed, vehicular travelers would be moving at 55 mph, which means viewers would be south of these facilities for approximately two seconds and have views toward them for a little more. As noted, however, the pump station structure and staging area parking lot would generally not be visible as they would be recessed into terrain east of Pankey Road, with shielding slopes ranging from 10 to 20 feet in height on the east and south sides. ~~potentially seeing this area for a period of approximately 10 seconds.~~ Based on these considerations, a **less than significant impact** to motorists on SR 76 due to Project incompatibility with the existing visual character is identified.

A future San Diego County Third Priority Pathway is identified along approximately 400 feet of SR 76. Although views for pedestrians and bicyclists of the multi-family residential areas would be available for a longer term due to the slower travel speed of these users, the visual effects for pedestrians and bicyclists on this pathway caused by the Proposed Project would be similar to those for motorists along SR 76. This pathway parallels SR 76, a commonly traveled road. In addition, most of the Proposed Project would not be visible to users on this pathway, landscaping would ~~soften building mass and~~ contribute to obscuring ground-level elements such as parking, and the surrounding hills, mountains, and vegetation would remain dominant visual elements for these viewers. The Proposed Project would result in **less than significant impacts** to recreationalists on the proposed SR 76 pathway.

Views from Old Highway 395

Most of the Project site is visible from northbound Old Highway 395 north of West Lilac Road, where Old Highway 395 is located west of and roughly parallel to I-15. Refer to Figures 2.1-3b and 2.1-3d, discussed above, for typical views from Old Highway 395. The buildings associated with the Proposed Project would change the expansive views available to motorists from this highway from a primarily open, undeveloped setting to one encompassing suburban development elements. The views available to motorists/vehicular passengers and bicyclists from Old Highway 395 also would encompass residential development currently existing south of the San Luis Rey River, and the Proposed Project would therefore have some level of continuity with existing nearby development. The visual environment in this area is primarily open and rural despite the visible nearby developments, however, and the Proposed Project would result in a major change to the focused visual character of the Project site, bringing denser development north of the river, even though the background horizon would not be altered.

Views toward the Project site also are available from the segment of Old Highway 395 adjacent to I-15 between approximately SR 76 and Tecalote Lane. Available views would include view-obstructing or distracting elements in the foreground (between the viewer and the Proposed Project), such as the entire width of I-15 with a concrete center barrier, vehicles on I-15, chain-link fences, and vegetation. In addition, similar to existing conditions for motorists on I-15 and SR 76, views toward the Project site would be peripheral. The time a motorist would spend looking directly at the Project would be somewhat shortened due to the vehicle's speed and the driver's focus on the road ahead. Vehicular passengers could be more focused on the passing viewscape, but also would be subject to distractions related to roadway elements and visual elements west of the roadway.

While the Proposed Project would change the continuity of the existing, primarily natural views of the site by introducing a primarily built environment onto undeveloped land, Proposed Project changes to views from Old Highway 395 would result in **less than significant impacts** related to incompatibility with existing visual character, for the reasons described for the (closer) I-15 right-of-way, and detailed above.

Views from Other Area Public Roadways

The local area roadways provide motorists and pedestrians with restricted to expansive views into the site, depending on the viewers' location and the activity. West of the Project site, the main east-west routes are SR 76 and Reche Road. Primary north-south roadways are Gird Road (west of the Project site's viewshed) and Wilt Road, which transects the ridgeline at the Project site's western viewshed boundary. Many of the public roads within in this area are two-lane rural collectors used by local residents within the existing low-density residential community. These roads often transition into private roads. Where the Project site is visible, motorists traveling along these roads generally would have very brief views of the Project because trees and shrubs along these roadways frequently confine the travelers' view to the immediate vicinity of the roadway. The curving nature of many of the local roads also results in a frequent shifting of the viewers' focus. The Project site would be visible from areas of higher elevation or from roadways with lesser levels of landscaping/vegetation in the surrounding vicinity. The Proposed Project would result in a less than significant impact to these views resulting from the incompatibility of introduced visual elements due to: the fleeting nature of these views; the developed and diverse character of the foreground views with attendant viewing obstacles including residences and structures, native and irrigated vegetation, and I-15; and Monserate Mountain and Lancaster Mountain east of the Project site, neither of which would be altered, and would continue to provide visually dominant background elements for views from this area.

Specifically with regard to Reche Road, this road terminates at Old Highway 395 approximately one mile north of the Project site. Approximately 0.5 mile of Reche Road is within the Project viewshed. Views from the westernmost end of Reche Road would be similar to views from southbound I-15, as discussed in Key View 3. West of Old Highway 395, motorists traveling east and west on Reche Road may have peripheral views of portions of the Proposed Project, where local vegetation and topography do not block views to the south.

Mission Road is located approximately 1.5 mile north of the northern edge Project site and generally trends east-west. Based on topography alone, approximately 0.5 mile is located within the Project viewshed (although visibility would be extremely low due to distance and intervening vegetation). This portion of Mission Road merges with the northern end of Old Highway 395, just west of I-15, and is aligned north-south. Views from this roadway would be similar to views from southbound I-15, discussed above in Key View 3, but less extensive due to the greater distance.

The hill in the northwestern corner of the project site would block extensive views from Reche Road and Mission Road, and local vegetation and topography would also limit views. The proposed buildings would be located on the lower, flatter portions of the project site, and the upper stories, roofs, and tree canopies of the single-family residential neighborhoods may be visible from this portion of these roads. The slopes surrounding the Proposed Project may also be visible, but would be planted and managed to provide both a fire safety buffer and a visual transition between the ornamental landscaping of the developed portions of the Proposed Project and the native vegetation of the open space areas and surrounding mountains, minimizing the visibility of the manufactured slopes.

Overall, given distance, the intervening topography and the minimizing effect of Project landscaping, where visible and not obscured, changes to views from Reche Road and Mission Road are determined to be **less than significant**.

Views from Area Residences

As noted above, views toward the Project site available from surrounding residences would be stationary and long term.

Project implementation would change portions of the Project property from primarily open, farming or natural land to a suburban pattern of development with roadways, office professional buildings, and residential rooftops dominating Project-specific middle-ground views. Structure density would be substantially greater than residential lots from which the Project would be viewed. These changes would be implemented consistent with Fallbrook Community Plan goals and policies. In addition, the Proposed Project would not modify other view elements integral to the current visual experience, including intervening development between the residential viewer, groves located easterly of the project, or the background natural horizon of the mountains and hills, as described below.

Where Project built elements do result in modification to the property, several attenuating elements come into play. First, as indicated above, Project elements would not affect foreground views—there is measurable distance between the residential viewer and the Project modification. The nearest home (surrounded by grove) is approximately 0.4 mile distant, with the next closest homes being approximately 0.6 and 0.75 mile distant, respectively. These homes are all sited on lower slopes. Homes in the vicinity of the Engel Family Preserve (see below) are approximately one mile from the Proposed Project. Second, the elevation of the existing residential pads would tend to minimize mass and bulk of Proposed Project structures as viewers largely would be looking down upon them rather than directly across or up at the structures. Third, from these higher elevations, Project elements such as the roadway streetscapes, pocket parks, active field park, etc. are all expected to provide greensward elements that would interrupt the “built” effect. Fourth, the tile or concrete roofs of the proposed residential structures would be consistent with the largest intervening use between the viewers and the Project (Pala Mesa Resort, refer to Figure 2.1-14-12 showing Key View 67, below). Finally, as alluded to previously, the Proposed Project would affect only a portion of an extensive viewscape, with all changes occurring at the foot of notable topographic forms. No ridgeline elements are proposed, and the natural appearance of the view backing hillsides would remain the same.

Taken overall, therefore, the Proposed Project would introduce built elements into the middle ground of views currently experienced by area residents. The foreground and background (natural horizon) view elements would remain unchanged. Within the middle ground, grassland and riparian habitat would not be developed by Campus Park (but some of this area would be developed by Palomar College, see Section 2.1.4). The scale of built elements would be somewhat minimized by distance, elevation, and associated landscaping. Overall, the Proposed Project changes are identified as a **less than significant impact** to the composition of view elements based on incompatibility.

Views from Public Recreational Facilities, Existing and Planned

No public parks exist within the Project site's viewshed. As described above, however, public trails occur within the project vicinity. Views from these trails to the Project site and potential visual impacts due to the development of the Proposed Project are discussed below.

Monserate Mountain Trail

Monserate Mountain Trail is a San Diego County Priority 1 public hiking trail north and northeast of the Project site. It is located within a preserve owned and maintained by the Fallbrook Land Conservancy. This trail is accessible from the northern extension of Pankey Road, south of Stewart Canyon Road (where the trailhead is marked), and provides access to the slopes and ridge of the Monserate Mountain range. Approximately 750 to 1,100 persons (2 to 3 per day) currently use this trail each year. (Although use rates would be expected to increase following development of the Proposed Project, as well as other area projects, these new users would be experiencing the trail at a point in time in which the presence of the Project would be part of their existing setting.)

Portions of this trail are located on the south and west facing slopes of the mountain foothills that abut and overlook the northern portion of the Project site, which is particularly visible from the trail where it transects the western slopes of the mountain range, roughly paralleling the Project site boundary for approximately 2,000 feet. Figure 2.1-14-12 (Key View 67) was taken from this trail, at the northeastern corner of the Project site. This key view looks southwestward over the Project site, which can be seen in the middle of the photograph. The south- and west-facing slopes and the natural vegetation that exists within the northern portion of the Project site are visible in the foreground. The grassy areas are visible in the middle ground, and the riparian vegetated creek is visible beyond them. These areas of vegetation create uniform swaths of color within the view. The existing on-site residence is located just right of center in the photograph. I-15, located just west of the property, transects the middle ground of the view, and the hills west of the interstate comprise the background. The experience on the trail, however, is not completely natural. The trail joins a dirt access road to the water tank at the northeast corner of the property and the water tank can be notable.

Cross-section D-C (Figure 2.1-13) was drawn from a point on this trail directly north of the Project site, through the portion of the Project site north of proposed Baltimore Oriole Road. The cross-section illustrates the steep change in elevation at the northern end of the site beyond the edge of proposed grading.

As is clear from the cross-section and Key View 67, a large portion of the Proposed Project would be visible from this trail. Natural vegetation in the immediate foreground of the photograph would be retained. Single-family houses would be located within the northern portion of the Project development area, with the nearest one approximately 700 feet away from the location of Key View 67. A fire safety buffer would create a transition between the ornamental landscape within the residential development and the natural vegetation on the slopes surrounding the Proposed Project. Because the viewer is standing atop a steep slope at the key view site, some of the northernmost homes would be obscured by topography from this specific location.

Multi-family development, office professional buildings, parks, the Town Center, and the HOA recreation facility south of the single-family houses also would be visible from the trail. Horse Ranch Creek Road would border Project uses to the west (right) and south (behind), and would extend southeastward across the grassy areas visible in Key View 67. Office professional buildings and the active sports complex would be located along this road, west of the single-family houses, and multi-family dwellings would be

located to the south. Pankey Place would bisect the property east-west from Pankey Road to Horse Ranch Creek Road. From elevated views such as the Monserate Mountain Trail, it would be discernable as a linear landscaped feature through an otherwise undeveloped portion of the site. In terms of its linear nature it would be similar in the existing roads bisecting the site and would not be unusual. Project landscaping would additionally obscure the road from views from the north. The riparian vegetation visible as a dark green patch in the middle ground of Key View ~~6-7~~ would be retained, as would approximately 85 acres of grassland, which are not a part of the Project parcel (see, however, Cumulative Projects Palomar College). Although not developed under the Proposed Project, given the orientation of the parcel (linear rather than a block) and the fact that it would be edged by Project developed uses, it is expected that the open space associated with it would be screened by the heights of Project buildings, resulting in a fairly solid developed profile from this viewpoint.

The proposed buildings of this suburban level of proposed development would cover a large extent of the currently undeveloped land, creating new dominant visual elements that would contrast with and change the current predominantly natural and rural setting that makes up the foreground and mid-range view from this trail. The diversity created by the buildings and landscaping would contrast with current foreground views of fairly uniform areas of the undeveloped site. Landscaping and street trees would soften the architecture and shield detailed views of buildings within the Proposed Project but would not lessen the change from an undeveloped to a developed view.

The major changes in scale, diversity, and continuity proposed by the Project to foreground and middle ground elements would change the composition of views available from the Monserate Mountain Trail. The existing built elements that are visible, however, combined with the low number of viewers per annum, continue to render the impact related to changes in visual character from this specific locale **less than significant**.

Engel Family Preserve

The Engel Family Preserve is a 10-acre parcel owned and managed by the Fallbrook Land Conservancy located among the homes west of I-15. A hiking trail within the preserve, along which viewing benches are located, transects east-facing slopes and provides extensive, elevated views of the San Luis Rey River Valley and the I-15 corridor, including the Project site, as illustrated in Key View 7-6 (Figure 2.1-14~~12~~). Within this panoramic key view, the Pala Mesa Resort golf course and the buildings associated with the Pala Mesa Resort are visible at the base of the hills that make up the foreground of the photograph. I-15 borders the resort golf course on the east side. The Project site is visible in the middle ground of the photograph, bordered on the west by I-15 and riparian vegetation within Horse Ranch Creek, and on the east by agricultural groves and Monserate Mountain, the related peaks of which provide a dominant visual element within the background of views from this trail.

Proposed single-family houses, multi-family residences, office professional buildings, parks, roads (including Pankey Place, as discussed above), parking lots, and the Town Center all would be visible from this trail, and would constitute a notable change to existing views from the Engel Family Preserve. The roofs of the buildings would be the most visible element of the Proposed Project. Street trees and proposed landscaping would soften building masses and shield views of streets and parking lots, and vegetation on the surrounding hillsides and within Horse Ranch Creek would be preserved. This landscaping would provide some screening of the buildings; however, the scale of the Project, developing most of the undeveloped land visible in the Project site, would result in changes in visual pattern to the otherwise natural and open space views east of I-15 from this viewpoint.

Although the Proposed Project would change the visual character of the Project site to be more developed (and therefore more consistent with development in the foreground of Key View 7-6) the impact would be

less than significant. This would be due to the same reasons as stated for the less than significant changes to existing views from the surrounding private residences described above. In addition, the view illustrated in Key View 7-6 is experienced by a small number of people (approximately 100 to 160 visitors per annum) due to the relatively hard-to-find location of the trail and small size of the preserve. Although different from the existing setting, the distance from which this middle ground view is observed, the minimization of structure scale due to distance from (and elevation of) the viewer, the retention of diverse vegetative elements, and the continued extreme dominance of the background hills, all combine to result in a **less than significant impact** for viewers from the Engel Family Preserve for the issue of view composition.

San Luis Rey River Trail

A future San Diego County Third Priority Trail is identified north of the San Luis Rey River in the vicinity of the Project site. Portions of this trail potentially would have views of the southernmost portion of the Project site. Key View 8 (Figure 2.1-15~~14~~) illustrates a view looking north from the approximate location of this trail, near Shearer Crossing and the southern terminus of Pankey Road south of SR 76. The portion of the Project site located immediately north of SR 76 is represented in the middle ground of the photograph, next to dense vegetation associated with Horse Ranch Creek and beyond a recently mowed, empty lot in the foreground. The empty lot in the foreground borders the Project site on the south. Nearby groves are visible at the right edge of the photograph. Surrounding hillsides to the north, east (right), and west (left) of the Project site make up the background of the photograph. Power lines and poles provide notable, non-natural elements in this view. Some of these exist on the Project site or bordering SR 76. The closest utility lines in the view exist on the undeveloped lot from which the photograph was taken. SR 76 is located north of the trail and south of the Project site, and is represented in Key View 8 only by street signs.

The portion of the Proposed Project that potentially would be most visible from this trail would be the ~~multi family residential area and associated noise attenuation wall described in the discussion above regarding views from SR 76. Glimpses of walls and taller elements of the residential buildings would be visible just in front of the riparian vegetation in Key View 8 middle ground pump station and trail staging area east of Pankey Road. Both of these facilities would be sited downslope of grade, however, and the recessed slopes would be vegetated. The relative distance of the viewer from the residential area combined with the small size of the pump station structure, and ground-level nature of the parking lot, would provide some minimization shield visibility to the site from this southerly trail of structure mass and scale. Although some of the dark green would be blocked by the proposed development, this vegetation would continue to be visible between and flanking the buildings. The Proposed Project would provide landscape screening described above for Key View 5. The surrounding landforms would continue to provide a background to views from this point, ensuring that the proposed buildings would be a small element in the larger view.~~ As a result of these considerations, the proposed changes would result in a **less than significant** change in the composition of views from this future trail location.

Effects of Illumination/Lighting

The currently open and primarily undeveloped character of the Project site results in a nighttime setting with only light from the one existing residence visible on site. Lighting associated with existing residential and commercial uses, as well as I-15 and other area roads, exists off site.

Development of the Proposed Project would introduce lighting sources into the valley for safety and aesthetic reasons. The new lighting would include indoor lights; safety and accent lights within private residential lots; street lights; pedestrian pathway lighting; parking lot lighting in both multi-family areas and among non-residential uses; and accent lighting on signs and within Project landscape areas; and

pathway/parking lot lighting as necessary. Each light would include louvers and shields to prevent glare and light spill onto neighboring properties, roadways, and adjacent open space, as discussed below under Guideline No. 4.

Due to the scale of the Proposed Project and the inclusion of lighting into all portions of the Proposed Project (except the preserved open space areas), the resulting new night lighting could become a noticeable element in the nighttime views of the valley east of I-15. This lighting would contrast with existing conditions, although its effects would be lessened as landscaping became mature (higher than), and obscures light sources. A number of elements, however, contribute to rendering potential change to existing composition related to nighttime lighting **less than significant**. These include: (1) the undevelopable open space on site; (2) the required shielding assumed as part of Project design (and in compliance with County ordinance); (3) the use of low-sodium lights along Project roadways and in Project parking lots; (4) the amount of light currently associated with I-15 and existing residential uses; as well as (5) the nighttime “black space” that would remain due to the undeveloped nature of the hills located easterly of the Proposed Project.

Off-site Project Elements

The Proposed Project proposes the construction of two on-site Circulation Element roadways to off-site connections. Horse Ranch Creek Road, the proposed main community access road, would diverge from the eastern Property boundary and would be aligned southeast of the Project site. It would join SR 76 approximately 0.25 mile away from the southeastern corner of the Project site. Most of the neighboring property through which this road would be aligned is currently undeveloped. One private residence is located along the current alignment of SR 76, and is accessed via an unpaved road. The southerly extension of Horse Ranch Creek Road would overlap most of this existing dirt road, and although it would not disturb the residence, it would overlay part of the property’s landscaping. The extended road would meet SR 76 at its anticipated southerly alignment, cutting through existing citrus groves located south of the Project site and SR 76.

The proposed Horse Ranch Creek Road generally would follow the alignments of existing dirt roads (and was realigned to avoid riparian habitat as part of the Proposed Project). The extended roadway, however, would remove existing dense vegetation at the existing residence and among the citrus grove, include associated lighting, and be wider than the existing dirt roads. For these reasons, Horse Ranch Creek Road would be more visible to motorists on SR 76 (and the non-vehicular travelers along the SR 76 pathway) than the current roads. This portion of SR 76 is not a scenic highway, however, and the larger visual landscape surrounding the roadway would not be disturbed. (The reader is referred to the discussion of Incompatible Change in the Composition of the Visual Environment [Guideline No. 1], above, for information regarding general visibility and potential Project effects.) In addition, roadway landscaping would be required as part of Project design. The design incorporates trees and shrubs as detailed on Table 1-6, Community Entry Road Landscape Acceptable Plant Species, with drought tolerant and native species that visually reference both native and historic inland planting schemes in the County. The proposed off-site extension of Horse Ranch Creek Road, therefore, would result in a **less than significant impact**.

Pala Mesa Drive would be extended from its terminus at Old Highway 395 west of the Project site and I-15 via the currently unused overcrossing at I-15, eastward ~~and southward~~ across undeveloped property west of the Project site to connect to an extended section of the existing terminus of Pankey Road, which extends northward from SR 76. By making use of an existing overcrossing, the proposed alignment would not introduce any new elements into the view along the I-15 corridor at that point; additionally, the easternmost portion of Pala Mesa Drive would be minimally visible from northbound I-15. Similarly, by

making use of an existing intersection at SR 76, views from this roadway would be minimally altered. Therefore, this extension of this roadway would result in a **less than significant impact**.

The series of off-site intersection improvements proposed as part of Project design or mitigation (refer to Section 1.1.3 of Chapter 1.0) would all occur on existing roadways. These proposed improvements are generally focused in extent, consisting of installation of a signal and/or addition of intersection-specific turn lanes. The isolated and primarily ground-level elevation of these improvements would result in **less than significant impacts** to the current viewers' visual experience.

The loop north- and southbound on-ramps proposed at the I-15/Pala Road interchange is not so restricted in size and also would have increased visibility. These ramps would be seen by up travelers on Pala Road and I-15, and would be visible to viewers located on hillsides west of I-15, and from nearby Old Highway 395. Some of the mature trees within in this area would be removed to accommodate the new on-ramps. The existing diamond ramps and most of the trees in the interchange area would remain, and the proposed loop ramps would not contrast with the existing visual environment of the interchange area. Therefore, despite the high traffic volume, the new ramps would result in a **less than significant impact**.

A water line is proposed within Pala Mesa Drive/Pankey Road. This line would be installed below grade and would not be visible, nor would it require the removal of trees or highly visible vegetation. Short-term visual impacts related to the construction of the pipeline would result in **less than significant impacts**.

Views to On-site Sound Walls

As detailed in the 2009 (as amended) Project Acoustical Assessment Report for Campus Park (Appendix E), assessment of I-15 and future on-site traffic noise was completed for the Project. Based on this assessment, potential noise attenuation barriers would be required in several locations to mitigate for noise levels resulting from proposed roadways, as shown in Figure 3.1-10, Locations of Noise Attenuation Barriers. Barriers would range from ~~a height of 8 feet adjacent to multi-family uses in the southern portion of the site to~~ 9 to 10 feet in height adjacent to single- and multi-family residential uses ~~throughout the rest of the Project. Approximately 25 multi-family units (MF 1, west of future Horse Ranch Creek Road) also would require six foot high noise barriers on second story balconies.~~ Barriers of this height and extent (see Figure 3.1-10) are not common elements within this portion of the County, as they are generally associated with larger urban/suburban uses rather than the single-family large-lot residences predominant in this area. Project noise attenuation walls would be located either at the edge of buildings pads where the pads are above street level, or closer to the edge of the right-of-way if the pad is located at or below the street level.

With the exception of the noise attenuation walls proposed for the multi-family housing development areas, barriers would be located off the primary Project roadways and generally east of other Project uses, such as the single-family housing located east of the office professional development and the PA R-3-1 multi-family development located east of the Town Center. Noise attenuation walls would be screened by the intervening uses and landscaping from vehicular or pedestrian viewers along Horse Ranch Creek Road and other points westerly. ~~This is also true of the six foot balcony barriers. The tree canopy associated with streetscape along Horse Ranch Creek Road would provide intermittent shielding of the sound barriers. They also would incorporate a transparent upper portion to accommodate views outward from the residential units. The transparent barriers, in combination with the streetscape, would result in any adverse visual effect associated with balcony barriers being less than significant.~~

Some sound barriers also would include berming, which would reduce the need for higher walls. ~~Berming would be included at MF 4, as described in the discussion of "Views from State Route 76,"~~

~~above.~~ For the multi-family development located at the intersection of Horse Ranch Creek Road and Harvest Glen Lane (MF-2), a six- to eight-foot-high wall would be sited on a berm two to four feet in height. A six-foot high community theme wall provided for privacy along Horse Ranch Creek Road would be sited on a two-foot berm. As discussed above, Project-proposed slope and berm revegetation includes shrubs and groundcover for erosion control, as well as fairly extensive streetscape planting. Project-proposed landscaping would additionally screen some of these walls, where the pedestrian/equestrian path and related shrubs and trees would intervene between the roadway viewer and potential walls.

Additional vegetation, such as vines that would attach to the walls pursuant to the landscape plan and medium-height shrubs planted on the slopes below or in front of the walls, where possible, would ensure that the visual appearance of the walls from Horse Ranch Creek Road ~~or Pala Mesa Drive~~ is mitigated by screening the walls and helping them blend into the Proposed Project. Following installation and establishment, these areas would require long-term maintenance in order to ensure that the beneficial screening continues. This maintenance is committed to as part of Project design, and would be sustained through the HOA. (Without this long-term maintenance, visual effects would be adverse and significant.) These design elements would combine to reduce adverse impacts to on-site views of these walls to less than significant levels.

For off-site viewers, the location of these walls within (and generally behind) the larger seen development area, the distance from the viewers, the incorporation of the extensive streetscape landscaping, and the Project-required wall-specific screening vegetation, all would combine to eliminate the ability to identify the sound walls as specific elements from the seen view. **A less than significant impact** related to view composition for Project-required sound walls is identified.

Short-term Construction-related Visual Effects

While exact details of Project phasing ultimately would be driven by market conditions, it is currently anticipated that the Proposed Project would be graded in two overall south/north phases, with the various structures associated with the development constructed in multiple product stages. The southern two-thirds of the Project site (south of Pala Mesa Heights Drive) would be in the first phase. Construction in the northern portion of the Project site would follow. The initial phase of Project development also would include utilities services extensions and off-site road improvements. In terms of product phasing, single-family residential areas in the southern portion of Pala Mesa Heights Drive ~~the Project site~~ would be included in a first product stage. Multi-family residential areas in the central portion of the Project site would be constructed in a second stage. More residential units, the sports complex, and one HOA park site would be developed in a third and fourth stages. ~~The remaining park sites, residential areas, and the office professional buildings would be developed in successive product stages~~ the fifth phase. The development of the Town Center in the central portion of the Project site would comprise the final stage of the development.

Visible construction activities would contrast with existing conditions due to removal of existing vegetation and the introduction of new, visually dominant elements, including raw soil, newly cut or filled slopes, construction period fencing, construction equipment, and construction materials stockpiling and storage. If new Project residents or noise-sensitive species are present during construction within specified distances (see Subchapters 3.1 and 3.3 of this EIR), temporary sound barriers may be erected between the source of the construction noise and the sensitive receptor. These barriers would be temporary in nature as the specific locale of construction activities would move over the entire site, and would only be located in one specific area for a limited period of time. Some or all of these elements would be visible from each key view location discussed above, including the views from a scenic

highway (I-15), the Monserate Mountain Trail, and a future County Priority 1 recreational trail (along the San Luis Rey River).

With the exception of the mass grading – which would be hydro-seeded to minimize erosion as well as visibility of the graded area – phasing of the construction activities would restrict the amount of site under active build at any one time. Landscaping, installed subsequent to each construction phase, would help lessen adverse visual effects of grading activities and building construction. Nonetheless, though the development phases may overlap slightly, construction of the Proposed Project currently is anticipated to occur over approximately five-to-six years (the timeframe could extend based on constraints such as market conditions). Construction activities would disrupt the existing visual character of the Project site during this time.

Landscaping, installed subsequent to each construction phase, would reduce the adverse visual effects of grading activities and building construction. Following Project construction and sale, lighting effects would result in increased glow over existing conditions. While street trees and internal landscaping, when mature, would help buffer the homes from views of the Proposed Project from off-site areas, softening sharp edges, visually unifying the Project, and diminishing Project lighting and glare, this would not be the case in the short term. While “temporary” in nature and addressed through Project design landscaping over the long term, the time frame of these construction-period visual impacts and their effect on overall view composition would result in a **significant impact. (Impact AE-1)**

Degrade the Quality of an Identified Visual Resource (Guideline No. 2)

There are no ridgelines or public parks on the Project site. The property does contain steep slopes and undisturbed native vegetation including riparian trees and vegetation associated with Horse Ranch Creek. Steep slopes (i.e., natural slopes with a 25 percent or greater slope gradient and with a 50-foot rise in elevation) are located in the northern area of the Project site on the hillside near the northwestern portion of the property and on the hillsides rising northward and eastward toward the mountains; refer to Figure 2.1-1 of this subchapter. Although the Project was exempted from compliance with the RPO in 2004, as noted above, visual effects of steep slope impacts are reviewed here in accordance with the Hillside Review Policy.

No grading would occur to steep slopes located on the west or north sides of the property. Some portions of steep slopes on the eastern side of the property would be altered by a Project roadway. On site, an incursion of 800 linear feet, with a vertical maximum height of 45 feet on the east side of a cul-de-sac (Song Sparrow Drive) would be visible to individuals accessing 16 homes on the west side of the cul-de-sac. Song Sparrow Drive south of Baltimore Oriole Road would provide access to the houses along this easternmost edge of the Project site. The road would be located approximately 35 feet above the neighboring house pads on the west, and would result in the modification of roughly 800 linear feet of slopes just east of the Project site as well as emergency access to off-site (future Meadowood) houses. The resulting slope would be a maximum of 65 feet higher than the roadway. The modification of this small area of steep slope in an area dominated by the notable forms of Monserate, Rosemary’s and Lancaster Mountains would not substantially degrade the visual quality of that resource. The physical constraints associated with the steep slopes would remain, and their overall visual importance would not be diminished by this focused encroachment. Revegetation for slope stabilization would provide both erosion/water quality and aesthetic benefits. This is consistent with the Hillside Policy goal of preserving natural terrain to the extent possible while still providing home sites.

As described previously, the native vegetation on site includes riparian vegetation in the southern third of the site, grasslands in the central third of the site, and a variety of native vegetation including Diegan coastal sage scrub among the hills and canyons of the northern third of the site. Large sycamore and oak

trees and a wide swath of riparian vegetation grow near Horse Ranch Creek, covering nearly the entire width of the Project site in the southern third of the property.

The grassy area mainly consists of low-growing vegetation on flat ground or low hills. North of Pala Mesa Heights Drive the topography and vegetation are more varied, with oak trees and large shrubs growing in the canyons and scattered stands of eucalyptus growing near the current residence and former home sites. The hills in this northern portion of the site mainly are covered with low-growing shrubs or grasses. Native vegetation consisting of dense, shrubby vegetation similar to that found in the surrounding hills grows on the higher elevations, near the property boundaries.

Much of the native vegetation on site would be preserved within dedicated open space lots. A biological open space lot in the southern portion of the Project site would protect most of the existing riparian vegetation including almost all of the contiguous riparian area along the western project boundary (visible as a dark-green mass on the aerial photograph in Figure 2.1-2). This area includes valuable southern riparian forest, as well as freshwater marsh. Approximately ~~83.6~~101.7 acres of open space preserve (under Wastewater Management Option 1, or ~~81.0~~ acres under Wastewater Management Option 2) would be provided in PAs OS-2 and OS-4 in the southern portion of the Project, permanently protecting this habitat and retaining visual effect provided by the large swath of greenery. ~~Where the smaller of the two acreages would be preserved (Wastewater Management Option 2), a wet weather water storage pond would be constructed just south of the Project detention basin. This pond, as well as t~~The Project detention basin, would be surrounded by a berm which would be planted with the Riparian Transition Zone palette detailed on Table 1-4. Containing trees, shrubs and groundcovers, this palette contains species appropriate to transition to the natural riparian habitat as well as conceal the landform modification and any related fencing associated with ~~these two facilities~~this facility.

Most of the on-site central non-native grasslands would be eliminated, but this habitat is disturbed and is not considered an identified visual resource. Of the approximately 130 acres of undisturbed Diegan coastal sage scrub habitat, 87.3 acres, or 67 percent, would be preserved within permanent open space lots. The area of disturbance in this habitat would be on the lower, less visible portions of the hills, while the native vegetation on upper slope areas would remain intact.

Horse Ranch Creek flows in a human-made earthen channel adjacent to I-15. In the southern Project area (on site), the creek is not contained within a channel, but rather sheet-flows within the riparian habitat area. Horse Ranch Creek is a major drainage, but surface waters do not constitute a visible resource element. (Refer, however, to the paragraph above for discussion of the import of associated vegetation.)

Because (1) a very small area of steep slope lands within a less visible area at the toe of slope would be disturbed, (2) a majority of native vegetation would be preserved within open space lots including the more visible area on the hillsides, and (3) surface waters and major drainages would not be visually degraded, **less than significant impacts** would occur to identified visual resources.

Change the Visual Environment of a Designated Scenic Highway, Scenic Vista, or the I-15 Corridor Subregional Plan Area (Guideline No. 3)

As mentioned above, portions of the Project site are visible from I-15, a County designated Third Priority Scenic Highway and a State "Eligible" Scenic Highway. General viewshed analysis with regard to Project impacts to existing views was addressed under Guideline No. 1. Specifically with regard to impacts to the viewshed of a scenic highway, it is relevant and necessary to evaluate the conformity of the Proposed Project with approved design guidelines. These guidelines were created to guide the anticipated growth and development of land within the I-15 corridor and Fallbrook community in such a way as to maintain the scenic eligibility of the roadway as well as visual elements identified as important

to the maintenance of community character. They therefore provide appropriate standards against which to evaluate the potential effect of the Proposed Project for these issues.

Each of the Planning Standards of the Fallbrook Community Plan/I-15 Corridor Subregional Plan and Fallbrook Design Guidelines relating to site planning; walls, fences and berms; landform; parking and circulation; lighting; landscaping; non-motorized circulation; building equipment and services; architecture; and signage are cited, and conformity is addressed, in Table 2 of Appendix B.

The overall scale of the proposed development would be compatible with existing and planned development within the I-15 Corridor Subregional Plan area. Higher intensity development would occur within the Town Center area ~~and southern portions of the Project near other existing and proposed developments~~. Lower density residential development would be located in the northern area to transition to open space. Steep slopes on the property mainly occur in the northern and eastern portion of the Project site, in the Monserate Mountain foothills. Most of the Proposed Project buildings would be located in flatter portions of the Project site, in order to preserve steep slopes and rock outcrops. Isolated cuts into steep slopes at the eastern extent of the Project would occur. These locales would not be highly visible from area roadways or neighboring communities due to distance, relatively small size and intervening elements; although they may be visible from closer existing and proposed trails. The edges of graded slopes would be softened through the use of contour grading techniques, and the slopes would be planted with a native and locally appropriate palette that would provide a visual transition from the developed portions of the Proposed Project to the existing native plant communities surrounding the Project site, and therefore would not be highly visible in the long-term.

Overall, approximately ~~176 to 178~~ 189.4 acres of existing vegetation (~~42-46~~ percent or more of the Project site, ~~based on the wastewater management option chosen~~) would be preserved on site, including the Horse Ranch Creek riparian corridor, steep slope areas in the northern portion of the property, and approximately half of the oak woodlands. Although some mature trees would be removed in portions of the Project site, the Project's comprehensive landscape plan includes extensive planting of trees along roadways and within the development areas, which ultimately would result in an increase in the number of mature trees on the site relative to the current condition.

Multi-family residential buildings would be designed and positioned to create courtyards and common areas connected by landscaped walkways. Although some Town Center commercial buildings would be up to 40 feet in height, including roof heights and architectural projections, pedestrian-scale design elements, per the Specific Plan for the Proposed Project, would be included to minimize the buildings' visual scale and mass. Proposed architecture would include "village style" features such as porches, columns, arcades, retail window displays, overhangs, seating areas, and shade trees, as appropriate to the building use, thereby visually reducing structural scale of the buildings. Continuity between buildings would be provided through the use of common material and landscaping. Signs within the Proposed Project would be designed to provide direction without being visually dominant. Styles, materials, and colors of signs would reflect the Proposed Project's architecture.

County community design guidelines discourage the use of large areas of glass. The Proposed Project would restrict use of expanses of glass to the office-professional buildings. These structures generally would consist of non-glare glass façades accented by two-by-two stone (or stone-like) tiles. The proposed glass material would be non-reflective and therefore would not attract a viewer's eye due to reflection/glare, or otherwise be visually intrusive. Additionally, the north and west elevations of the buildings that face I-15 and generally would have the highest visibility to westerly viewers would include more stone-tile detailing than the internally facing façades (the reader is referred to Figures 1-12a and 12b). Because: (1) of the restriction of glass to only one type of building (office professional), in itself restricted to the northern extent of the project area and comprising a relatively small portion of the overall

development footprint; (2) the use of non-reflective glass where it is used, and (3) the incorporation of stone elements (encouraged in the guidelines); no significant adverse aesthetic impact is identified. The reader also is referred to discussion of this topic in Subchapter 4.1, Section 4.1.5, Land Use and Planning.

The Proposed Project would provide walkways, bike and equestrian paths, as well as landscaping and human-scale architectural elements to encourage pedestrian connections between homes, businesses, retail areas, parks, and trails. All streetscapes along the major Project roadways would include parkways landscaped with trees and flowering shrubs, as well as sidewalks and/or trails. Landscaping adjacent to roadways and within parking lots would minimize the visual impact of the proposed hardscape. Off-street parking, service/loading, storage and other utilitarian areas would be screened from public view by buildings, walls, and/or landscaping. Proposed Project landscaping has been designed to reflect a rural atmosphere and provide transitions between the Proposed Project and the adjacent native landscape, and between the Proposed Project and groves located on adjacent properties.

Community theme and entry walls would incorporate stone or high quality faux stone (manufactured stone appearing to be “real”) design elements. No noise attenuation walls would exceed 10 feet in height. Taller walls (e.g., between 8 and 10 feet in height) would be constructed using a variety of techniques, such as berms where feasible, to minimize the visual impact of a solid wall. Post and rail fences would edge roadways and trails where equestrian uses are permitted. Black or dark green coated chain link fence would be used, between the landscaped setback and the preserved open space, where it would be screened by the proposed streetscape.

The Proposed Project lighting plan’s standards provide for lighting at an appropriate scale and intensity for each proposed land use and require directional lighting and shielding to avoid spillover into residential areas, neighboring properties, adjacent roadways, or open space areas, and to minimize illumination into the night sky.

In conclusion, while Proposed Project elements would result in visible change to the visual environment east of I-15, Project design elements would conform to the community planning guidelines set forth in the Fallbrook Community Plan and Fallbrook Design Guidelines, as detailed in Table 2 of Appendix B, particularly with regard to site planning; walls, fences and berms; landform; parking and circulation; lighting; non-motorized circulation; building equipment and services; architecture; and signage. In doing so, the Proposed Project also would comply with design guidelines set forth by the I-15 Corridor Subregional Plan. The Proposed Project’s conformance to the guidelines would ensure a **less than significant impact**.

Outdoor Light Fixtures and Conformance to the San Diego County Light Pollution Code (Guideline No. 4)

The Proposed Project would include a lighting plan that would conform to the San Diego Light Pollution Code (Sections 59.108-59.110). Low-pressure sodium lights would be used for street lights and parking lot lighting. Lights would be shielded to prevent glare onto neighboring roadways and adjacent open space, and would be restricted to 4,050 lumens in conformance with the LPC Zone B requirements. Therefore, the Proposed Project would result in less than significant visual impacts to dark skies/Palomar observatory. As discussed in Subchapter 4.2, Section 4.2.1 of this EIR, adverse effects for this issue were found to be less than significant during staff preparation of the Project Initial Study. A **less than significant impact** is identified, pursuant to Guideline No. 4.

Highly Reflective Building Materials Visible Along Roadways, Pedestrian Walkways, or in the Line of Sight of Adjacent Properties (Guideline No. 5)

The exterior surfaces of buildings within the Proposed Project generally would be covered in stucco or concrete, and may include stone architectural accents. Within the non-residential portions of the Proposed Project, the main color of all buildings would be earth tones with limited use of accent bolder/brighter colors. Within the office professional areas, steel-frame construction with glass exterior materials would be allowed; glass would not, however, exceed 70 percent of the exterior of any single building, and would not be reflective in nature. Office professional building heights would be limited to 35 feet and there would be no expansive areas of reflective materials.

Screening planting is specifically required, and would contribute to visual buffering of the office professional uses from the I-15 corridor. Vegetation within the Proposed Project, particularly street trees, would not only soften architectural masses, but also would block some of the potential glare from roadways, pedestrian walkways, and neighboring properties. Therefore, the Proposed Project would result in **less than significant impacts** due to the glare from highly reflective building materials, pursuant to Guideline No. 5.

2.1.4 Cumulative Impact Analysis

As noted in CEQA Guidelines Definitions and Section 15130, cumulative impacts are those resulting from a combination of two or more individual effects, either within a single project or from a combination of multiple projects. Projects contributing to regionally cumulative visual effects (including the Proposed Project) in the evaluated area include those within the above-described Project viewshed. This encompasses the area within which the viewer is most likely to observe both the Project and surrounding community uses. Although these projects are all within the Project viewshed, not all would be visible at any one time or from one point due to local topography, vegetation, and intervening structures and land uses. As shown on Table 2.1-1, Projects in the Campus Park Cumulative Viewshed, and Figure 2.1-46, Visual Resources Cumulative Projects, the projects within the viewshed include approximately 34 development projects. Ranging in size from 1 to ~~844~~ a possible 886 dwelling units, implementation of all of these cumulative projects would result in the development of more than ~~1,600~~ 650 residences, as well as commercial and retail businesses, civic uses, a college campus, hotels, offices, parks, a wastewater treatment plant and a potential elementary school within the I-15 corridor in addition to the Proposed Project.

A number of the cumulative projects would subdivide existing private lots for the purpose of building one to seven new single-family residences (Nos. 8, 9, 10, 13, 16, 17, 20, 21, 24, 47, 48, 52, 75, 81, 82, 91, and 92). These proposed minor subdivisions are generally located west of the Proposed Project, within the existing neighborhoods on the east-facing slope of the hills west of I-15; one is north of the Proposed Project (No. 17). Additionally, one of the cumulative projects, located north of SR 76 and west of I-15, involves development of a single-unit home (No. 82); one other would create two residential/ agricultural lots (No. 9). The proposed minor subdivisions and the single-family residences would result in the construction of approximately 73 new single-family houses within the Project viewshed. Visual changes associated with these cumulative projects would be minor; these proposed structures would be located within existing neighborhoods and generally at higher elevations than the Proposed Project. They would be consistent with the surrounding individual residences in terms of use and lot sizing. With anticipated residence-specific ornamental landscaping, these would visually blend with similar surrounding uses and would result in cumulatively **less than significant impacts**.

Several of the cumulative projects consist of 10 to 51 single-family residential developments (Nos. 4, 6, 18, 33, 49, and 60). These proposed cumulative projects would result in the construction of 123 single-

family residences. Most of these single-family residential projects are located west of the Proposed Project on the east-facing slope of the hills west of I-15. One single-family residential cumulative project (No. 6) is located north of the Proposed Project, east of I-15 near Stewart Canyon Road. The two larger single-family residential projects are located near the edge of the viewshed. Although several would be converting areas that currently are used for agriculture (e.g., groves), the majority would create large lots with characteristics similar to the existing residential development in the area. Most of the cumulative projects are at higher elevations than the Proposed Project and include landscaping, and therefore would visually blend in with surrounding uses.

One multi-family development (No. 29) west of I-15 and the Proposed Project would create 39 condominium units near the existing Pala Mesa Resort. Although visual effects associated with these units are potentially significant due to community character conflicts, they would not be highly visible in conjunction with the Proposed Project due to screening provided by existing mature trees at the Pala Mesa Resort, the I-15 concrete center barrier, vehicles on I-15, chain-link fences, and vegetation. One proposed project would consist of expansion of the existing facilities at the Pala Mesa Resort and the addition of new hotel rooms (No. 11). Visual elements of Pala Mesa Resort, located directly west of I-15 from the Project site, consist of a golf course, low-rise resort facilities, and low-rise residential buildings. The resort is currently surrounded by ornamental landscaping; the additions also would include landscaping. The addition of new resort rooms and more landscaped acreage would not result in major visual changes to the viewshed. Much of the proposed development would not be visible from scenic highways, recreational trails, or area residences. Therefore, the changes proposed by this cumulative project would result in **less than significant impacts**.

Another cumulative project would consist of additional units at a bed and breakfast north of the Proposed Project (No. 7). The existing facility is located at a relatively low elevation within the viewshed, and would not be highly visible in conjunction with the Proposed Project. The expansion of this bed and breakfast would not result in major visual changes to the viewshed. Therefore, the changes proposed by this cumulative project would result in **less than significant impacts**.

The addition of commercial buildings to an existing commercial site (No. 90) on Old Highway 395 just northwest of the intersection of I-15 and SR 76 similarly would not result in major visual changes within the viewshed. The visual elements of the area within which these new buildings would be developed currently include a “grocery store,” parking lots, a service station, and a take-out restaurant. The additional five buildings proposed by this cumulative project would result in **less than significant impacts**. Additionally, views toward the Project site are restricted from this location due to intervening topography and vegetation, as shown in TV 6, Figure 2.1-3c, discussed above.

One cumulative project relates to the exploration of pipeline and water storage options (No. 28). This project would not create visible changes to the viewshed.

Four of the largest proposed cumulative projects are described below. Three of these, Meadowood (No. 1), Campus Park West (No. 2), and Palomar College (No. 26), would be located on property immediately abutting the Project site. One proposed development, Pala Mesa Highlands (No. 3), would be located west of I-15 and north of SR 76. Altogether, these four cumulative projects would develop a projected minimum of 647 single-family houses, 1,130 multi-family residences, commercial uses, hotel, offices, parks, a college site, and a potential elementary school. These projects are discussed in more detail in the Visual Impact Analysis (Appendix B, Section 3.3.3).

These four projects and the Proposed Project would be visible from area roadways and recreational trails. Refer to the key views and photographs discussed above and in particular Key Views 2 and 4 (Figures 2.1-8 and 2.1-11). The groves visible in these photographs at the base of Rosemary’s Mountain are located on the

Meadowood Project site. A large portion of the Meadowood project would be visible from this viewpoint and within views from other points along southbound I-15, as would the Campus Park West project. Palomar College would be located in the foreground of the Key Views from I-15, between the viewer and the Project site. The Palomar College master plan locates the buildings in the center of the site with parking lots and fields on the north and south ends. The master plan includes landscaping within parking lots, surrounding buildings, and along streets. Trees would be planted along the western edge of the site, abutting the I-15 right-of-way. The Campus Park West project would introduce residential and other buildings into the area. These projects, containing visual elements similar to the Campus Park Proposed Project, would each introduce suburban elements into a currently open view of grasslands and orchards.

Campus Park and surrounding proposed projects would be visible along several miles of I-15. Figure 2.1-4716, Cumulative View, illustrates views from the southernmost point in the Project's viewshed, along northbound I-15, just north of the Lilac Road over-crossing. The Project site is visible in the middle ground of the photograph, surrounded by hills and peaks, including Monserate Mountain to the right (east) of the Project site. Single-family houses south of the San Luis Rey River are visible to the right of the interstate. The existing groves on the Meadowood site are visible at the foot of Rosemary's Mountain just above the red-roofed houses to the right of the interstate in the photograph. The Palomar College site is tucked between the Project site and I-15. The cumulative project sites west of I-15 also are visible; however, the Campus Park West Project site is blocked from view at this point on northbound I-15 due to its location behind the small hill visible in the center of the photograph. Each of these four proposed cumulative projects and the Campus Park project would introduce a large number of buildings and suburban elements into areas that are currently undeveloped and/or used for agriculture. The College would introduce large-scale buildings and parking areas into a locale abutting I-15. Meadowood would remove groves currently providing irrigated agricultural visual elements on steep slopes of the westward facing eastern hills. While some development currently is visible within the valley and the I-15 corridor's viewshed east of the freeway (e.g., the housing development south of the river), the projects would combine to create a major change in visual character.

Overall, the visual environment of the I-15 corridor viewshed in this area would be adversely affected by the major change in composition introduced by the cumulative projects that would be incompatible with the existing visual character of the area and be visible from a designated scenic highway. Therefore, the cumulative visual effect would be a **significant impact. (Impact AE-2)**

Views to the Project site and surrounding area from recreational trails also would be affected. Portions of the cumulative projects in this area (in particular, landscaping associated with the Proposed Project and developed uses/landscaping associated with proposed Campus Park West) would be visible from the proposed San Luis Rey River trail. Some or all of the four largest proposed cumulative projects and the Project site would be visible from the ~~San Luis Rey River trail (proposed)~~, Monserate Mountain Trail, and the Engel Family Preserve; the latter two, both of which have extensive overviews of the project area from higher elevations. Refer to the key views from these trails, discussed above, and in particular, Key View 7-6 (Figure 2.1-4413), taken from the Engel Family Preserve. Within this view, the Meadowood site groves located on the slopes of Monserate Mountain to the east of the Project site are dominant visual elements. The Palomar College site is located closer to the viewer than the Project site, between the Project site and I-15. Additionally, the northern portion of the Campus Park West project site is visible at the right edge of the photograph, next to I-15. The Proposed Project would comprise a major element within the view from the Engel Family Preserve and from the Monserate Mountain Trail. The proposed cumulative projects would create the same type of development in the surrounding area, extending the suburban elements into surrounding hillsides and adjacent undeveloped/agricultural lots. The overall effect would result in physical changes that would degrade the open, undeveloped views from these trails, creating a **significant impact. (Impact AE-3)**

2.1.5 Significance Prior to Mitigation

The following significant impacts related to aesthetics would occur with Project implementation:

- Impact AE-1 The proposed construction would cause the site character to temporarily conflict with the surrounding characteristics. While this impact is temporary, short-term adverse visual impacts would be significant.
- Impact AE-2 The visual environment of the I-15 corridor viewshed in the Project area would be ~~adversely~~ affected by the ~~major~~ change in composition introduced by the cumulative projects that would be incompatible with the ~~existing~~ prior visual character of the area.
- Impact AE-3 The cumulative conversion of the viewshed from a rural area with abundant open space to a developed area with less open space is considered significant.

2.1.6 Mitigation

The Proposed Project has been designed to include a number of important elements that serve to avoid a majority of the potential significant impacts to visual resources. Project design features such as landscaping, building setbacks, and architectural details all would help to reduce the visual impacts created by the Proposed Project by screening parking lots, buildings, and lighting at Project buildout. The extensive streetscapes also play a primary role in reducing the potential for views to Project elements from viewers located west of the Project.

With regard to construction-period effects, with the exception of mass grading (hydroseeded to minimize erosion as well as visibility of the graded area), phasing of the construction activities would restrict the amount of site under active build at any one time. Landscaping, installed subsequent to each construction phase, also would help minimize visual effects of grading activities and building construction. Nonetheless, incompatible changes to the existing visual character due to construction-period effects related to vegetation removal and the introduction of built elements into a rural setting, as well as night-lighting, would degrade the quality of views from the surrounding areas in the short term. Similarly, implementation of Campus Park in combination with cumulative projects would result in significant cumulative impacts related to overall changes in view composition from surrounding areas, including area trails. No mitigation beyond Project design features already incorporated is available for these impacts.

2.1.7 Conclusion

The Proposed Project generally would not significantly change the composition of the visual environment in terms of dominance, scale, diversity, and continuity (Guideline No. 1); would not result in physical changes that would substantially degrade the quality of an identified visual resource (Guideline No. 2); and would not result in physical changes adversely affecting the viewshed of a scenic highway (Guideline No. 3). All outdoor light fixtures would conform to the LPC (Guideline No. 4), and no highly reflective building materials visible from I-15 would be installed (Guideline No. 5). Beyond design elements described in detail above, the Project would meet all applicable policies and be consistent with planning documents that relate to the above issues.

Short-term visible construction activities would contrast with existing conditions due to removal of existing vegetation and the introduction of new, visually dominant elements; including raw soil, newly cut or filled slopes, construction-period fencing, construction equipment, potential construction-period sound barriers, and construction materials stockpiling and storage. While temporary in nature and

addressed through Project design landscaping over the long-term, short-term adverse visual impacts would be significant. (Guidelines No. 1 and 3; Impact AE-1)

The proposed Campus Park Project and the surrounding proposed projects assessed for cumulative effects would be visible from I-15 (a scenic highway) and area roadways and trails. The scale of neighboring proposed projects and the significant visual impacts assessed for the proposed Campus Park Project would create major physical changes in the composition of the visual environment that would be inconsistent with the existing visual character of the area. Though additional development in this area has been projected and planned for (see the Fallbrook Community Plan and 1983 Hewlett-Packard Specific Plan), the character of this valley would visibly change with implementation of these projects, and the cumulative visual impacts would be significant. (Guidelines No. 1 and 3; Impact AE-2) Additionally, the proposed cumulative projects would extend suburban elements into surrounding hillsides and adjacent undeveloped/agricultural lots visible from the Monserate Mountain and Engel Family Preserve trails. The overall effect would result in cumulative physical changes that would degrade the open, undeveloped views from these trails, thereby creating a long-term significant visual impact. (Guideline No. 1; Impact AE-3)

Several project design features such as landscaping, building setbacks, and architectural details would help to reduce the visual impacts created by the Proposed Project (and adjacent projects) by screening parking lots, buildings, and lighting. These features would not affect the dominance of the cumulative projects due to their scale, however, and therefore would not reduce the Project contribution to cumulative visual impacts to less than significant levels. These effects remain unmitigable and long-term for Impacts AE-2 and 3. The Proposed Project construction-period impact (Impact AE-1) would be eliminated with landscaping maturity, and would be substantially lessened within five-to-seven years after planting.

Overall, any Project alternative that includes structures would contribute to changes planned to the open, undeveloped views from I-15 and from the trails. These projected cumulative impacts also would result whether or not the Proposed Project is built based on anticipated implementation of the Palomar College campus and future Campus Park West and Meadowood projects. Nonetheless, a no build alternative is analyzed in Subchapter 5.2, Analysis of the No Project/No Development Alternative. In addition, several other alternatives are analyzed in Chapter 5.0 that would result in fewer structures or a different mix of structures being built, ~~which would~~. Although it is possible to lessen the magnitude of the cumulative effect, ~~although~~ the impacts would remain significant and unmitigated, regardless of any change (or absence) of the Proposed Project.

**Table 2.1-1
PROJECTS IN THE CAMPUS PARK CUMULATIVE VIEWSHED**

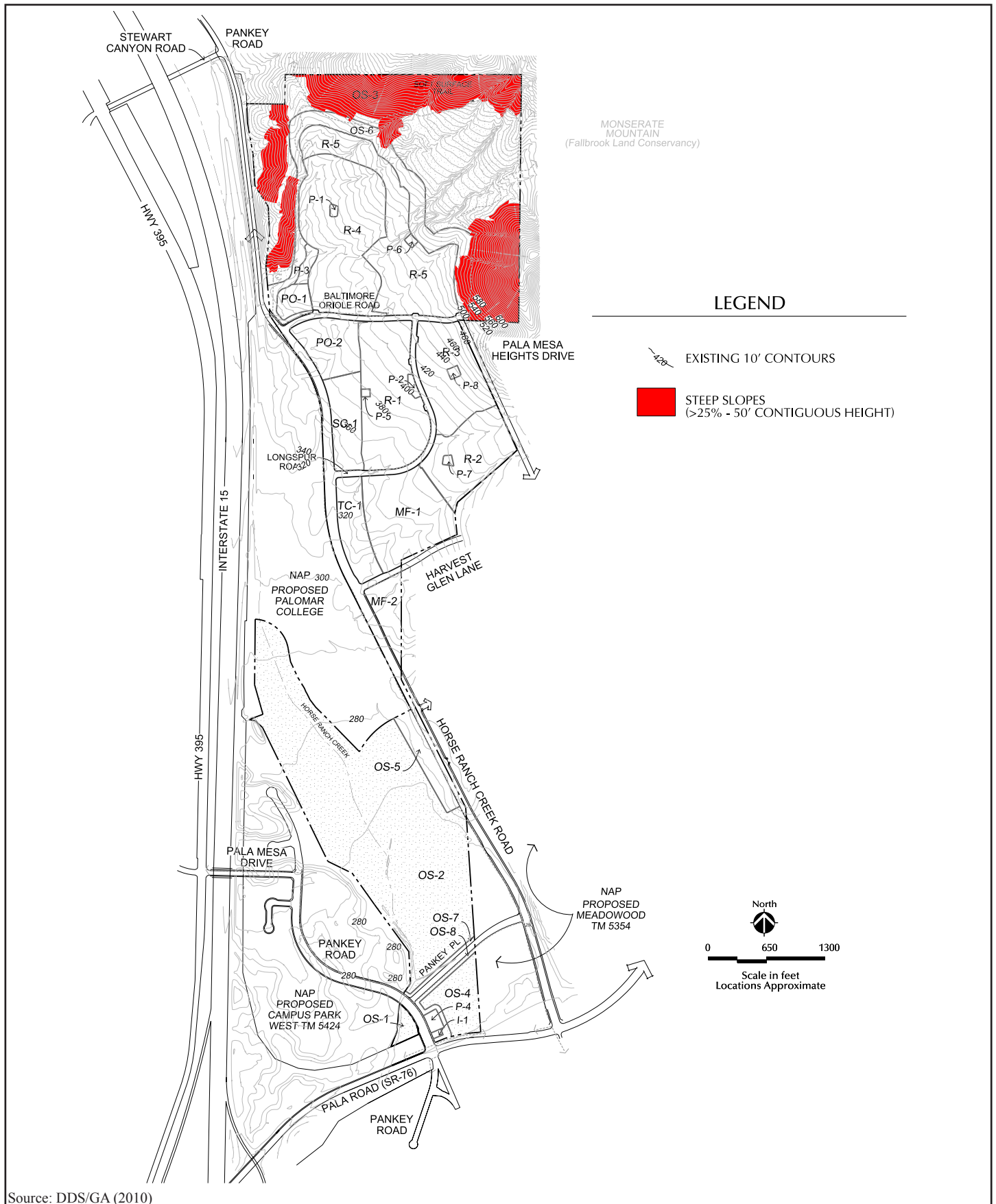
Map Key	Identifying Project No.	Project Name	Location	Acres	Proposed Improvements
1	TM 5354 SP 0401 GPA 04-02 R 04-04 S 04-007	Meadowood	Just east of I-15 at SR 76 and Pankey Rd.	390	Residential development, including: 355 SFR, 325 MFR attached, and 164 MFR detached, with densities from 3.5 to 19.9 DU/acre, designation of a site for a future elementary school (<u>with a possibility of 886 homes if the school is not built</u>), 6 private parks, 4 miles of trails, community facilities and infrastructure, 125.3 acres of open space, and 49.3 acres of active agriculture (citrus groves, using groundwater)
2	TM 5424, S 05-014, SPA 05-001 GPA 05-003 REZ 05-005	Campus Park West	Northeast quadrant of I-15 and SR 76	107	Mixed-use development including approximately 355 MFR units, 347,000 s.f. light industrial, <u>approximately 50,000 s.f. each of office and commercial uses</u> , 350,000 s.f. general commercial, a potential wastewater treatment plant and a <u>potential</u> civic use. (Approximately 50,000 s.f. each of office and commercial uses, as well as 48 MFR units also are included in the above square footages.)
3	TM 5187 RPL ¹¹ SPA 99-005 MUP 99-020 R 99-020 MUP/REZ 04-024	Pala Mesa Highlands	West of Old Highway 395 between Pala Mesa Drive and Via Belamonte	84.6	Maximum of 130 SFR Density 1.6 DU/acre Lot sizes vary from 5,500 s.f. to 23,500 s.f., two parks totaling 4.3 acres, 36.5 acres of open space. SPA to allow clustering
4	TM 4729 RPL ³ TE	Tedder TM	South side of Pala Mesa Drive, west of I-15 and east of Daisy Lane	29.5	Split lot into 13 SF lots ranging in size from 1.0 to 6.43 acres net
6	TM 5532 S 07-012	Frulla-Fallbrook Ranch	East of Old Highway 395 and Sterling View Drive (at Mission Road), Fallbrook	Unknown	11 SFR lots
7	MUP 03-127	Los Willows Inn and Spa	532 Stewart Canyon Road	Unknown	Add additional units to a bed and breakfast
8	TPM 20411	Reeve TPM	2987 Sumac Road, Fallbrook	8.8	Minor residential subdivision. 3 SFR lots (2 acres minimum)
9	TPM 20491 93-02-00A	Evans TPM	West side of Sage Road between Sumac Road and Pala Road, Fallbrook	4.10	Minor subdivision into 2 residential/agricultural parcels (2.00 and 2.10 acres). Private septic system
10	TPM 20841	Bridge Pac West I TPM	3321 Sage Road, Fallbrook	15.90	Minor residential subdivision 4 SFR lots plus one remainder lot (2.04, 2.08, 2.12, 2.14 and remainder 7.08 net acres each)

Table 2.1-1 (cont.)
PROJECTS IN THE CAMPUS PARK CUMULATIVE VIEWSHED

Map Key	Identifying Project No.	Project Name	Location	Acres	Proposed Improvements
11	SPA 03-005 R 00-000 MUP 00-000 P 74-120W ¹ P 74-121M ¹⁰ MUP 04-005	Pala Mesa Resort	2001 Old Highway 395 at Tecalote Lane, north of SR 76 and immediately west of I-15	181.2	Specific Plan Amendment for modification and construction of new recreation and resort-related facilities. Addition of 186 resort rooms and wedding facility. Expansion of resort by 6 acres
13	TPM 20440	Chipman TPM	East side of Citrus Lane between Peony Drive and Dos Ninos, Fallbrook	13.54	Minor residential subdivision 4 SFR lots plus one remainder lot ranging from 2.13 to 2.85 net acres each and remainder 4.00 net acres. Septic system
16	TPM 20581	Treister TPM	Donut-shaped parcel surrounding 401 Ranger Rd., Fallbrook	21.81	Minor residential subdivision 4 SFR lots plus one remainder lot
17	TPM 20793 03-02-068	Mission Ridge Road TPM	235 Mission Ridge Road, East of I-15 off Mission Rd.	19.55	Minor residential subdivision 4 SFR lots
18	TM 5413	Rancho Alegre TPM	West side of Ranger Road approximately 0.4 mile north of Reche Road	70	Part of 116-acre subdivision (33 lots). This project consists of 20 lots in the eastern portion of property and proposes a different street alignment, grading, and lot arrangement
20	TPM 20936	Fernandez TPM	3838 Foxglove Lane, Fallbrook	10.4	Minor residential subdivision. 4 SFR lots. Minimum lot size 2 acres. 2 existing SFR on site
21	TPM 20944	Rabuchin TPM	4065 Calle Canonero, Fallbrook	9.91	Subdivision of 2 lots into 4 SFR lots. One existing SFR remains
23	MUP 87-021 P87-021 RPL ² RP87-001 RPL ²	Rosemary's Mountain/ Palomar Aggregates Quarry	North side of SR 76, 1.25 miles east of I-15	96.4	Aggregate rock quarry and processing plants for concrete and asphalt. Approximately 22 million tons of rock would be mined over 20 years. Also, realignment of SR 76 from project site west to I-15. Reclamation Plan to designate lower portion of site as water storage reservoir after completion of mining activities
24	TPM 20542	Patapoff Minor Residential Subdivision	Southern end of Rainbow Hills Road	59.1	Subdivide property into 4 parcels of 4.3 acres, 4.2 acres, 9.6 acres, 8 acres, and a 33-acre parcel
26	NA	Palomar College North Education Center District Master Plan	East side of I-15 between existing Pankey Rd. and Pala Mesa Heights Dr.	85	New Community College campus to serve approximately 12,000 students, to include classroom and administration buildings, parking, open space, athletic fields, and off-site road, water and sewer improvements

Table 2.1-1 (cont.)
PROJECTS IN THE CAMPUS PARK CUMULATIVE VIEWSHED

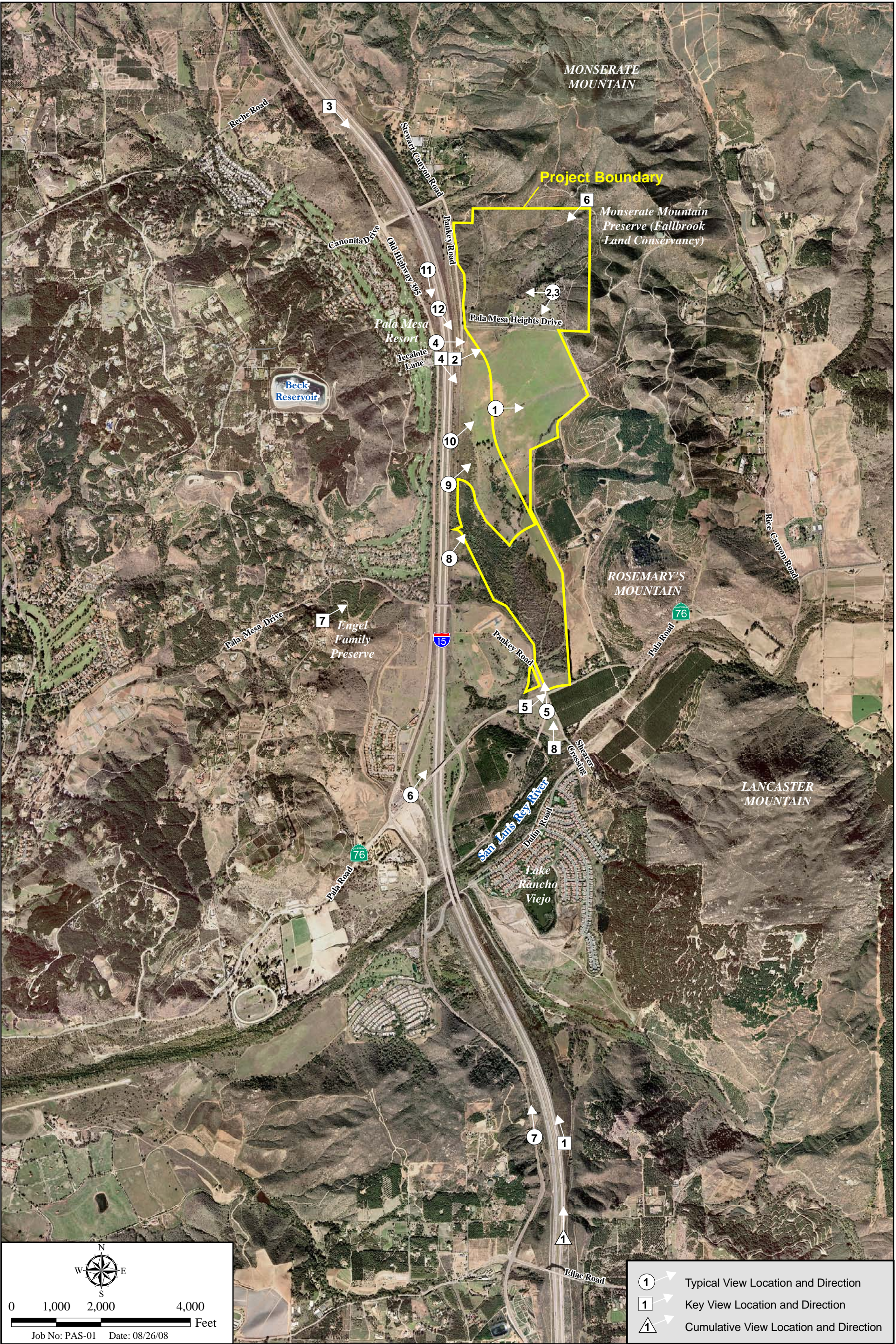
Map Key	Identifying Project No.	Project Name	Location	Acres	Proposed Improvements
27	NA	Caltrans Realignment of SR 76	From I-15 to west of Rice Canyon Road	Unknown	Realignment and widening of roadway, improvements to northbound I-15 on- and off-ramps
28 (not mapped)	NA	San Luis Rey Municipal Water District (SLRMWD) Water, Wastewater and Recycled Water Master Plan	SLRMWD service area and vicinity, north and south of SR-76 between I-15 and Pala Temecula Road	Over 3,000	Exploration of pipeline and water storage options
29	TM 5231 RPL4 MUP 00-034	Pala Mesa Subdivision	Canonita Drive and Old Hwy 395, Fallbrook	30.48	39 condo units
33	TM 5449	Fallbrook Oaks	Reche Road and Ranger Road, Fallbrook	26	19 SFR lots
47	TPM 20451	De Jong/Pala Minor Subdivision	Canonita Drive between I-15 and Tecalote Drive	5.62	Minor residential subdivision 3 SFR lots (1.03, 2.06 and 2.31 net acres each)
48	TPM 20800	Crossroads Investors Minor Subdivision	Ranger Road, Fallbrook	15.5	Minor residential subdivision 4 SFR lots plus one remainder lot. Existing SRF and grove on site
49	TM 5217/ 5225/5227/ 5228 MUP 00-027	Chaffin/Red Mountain Ranch Subdivisions	Rainbow Glen Road and Red Mountain Dam Road, Fallbrook	455.9	TM 5217: Residential development with 29 SFR lots (2.28 to 18.33 acres) and 2 biological open space zones TM 5225: 55 acres divided into 6 SFR lots (8.1 to 13.9 acres) TM 5227: 44.5 acres divided into 4 SFR lots (8.08 to 13.71 acres each). TM 5228: 19.1 acres divided into 2 lots (8.4 and 10.7 acres)
52	TPM 20976	Dien N Do TPM	405 Ranger Road	Unknown	4 SFR lots plus remainder lot
60	TM 5158 RPL3	Palisades Estates	3880 Dos Niños Road/Elevado Road	408.4	51 lots
75	TM 5398	Murray Davidson	3956 Pala Mesa Road, Bonsall	4.28	7 lots
81	TPM 21076	Sumac TPM	3111 Sumac Road	Unknown	4 lots
82	S 03-024	Janikowski SFR	9686 Pala Rd. (SR 76), Fallbrook, on north side of SR 76	5.12	3,200 s.f. SFR
90	S 02-061	Pala Shopping Center	On Old Highway 395 just northwest of the intersection of I-15 and SR 76	3.88	Addition of 5 commercial buildings to an existing commercial site with grocery store
91	TM 5489	Monserate TM	3624 Monserate Hill Road	24.6	4 SFR
92	TPM 21075	Dimitri, Diffendale, and Kirk TPM	Monserate Hill Road and Monserate Place	Unknown	4 lots



Steep Slope Map

CAMPUS PARK PROJECT

Figure 2.1-1



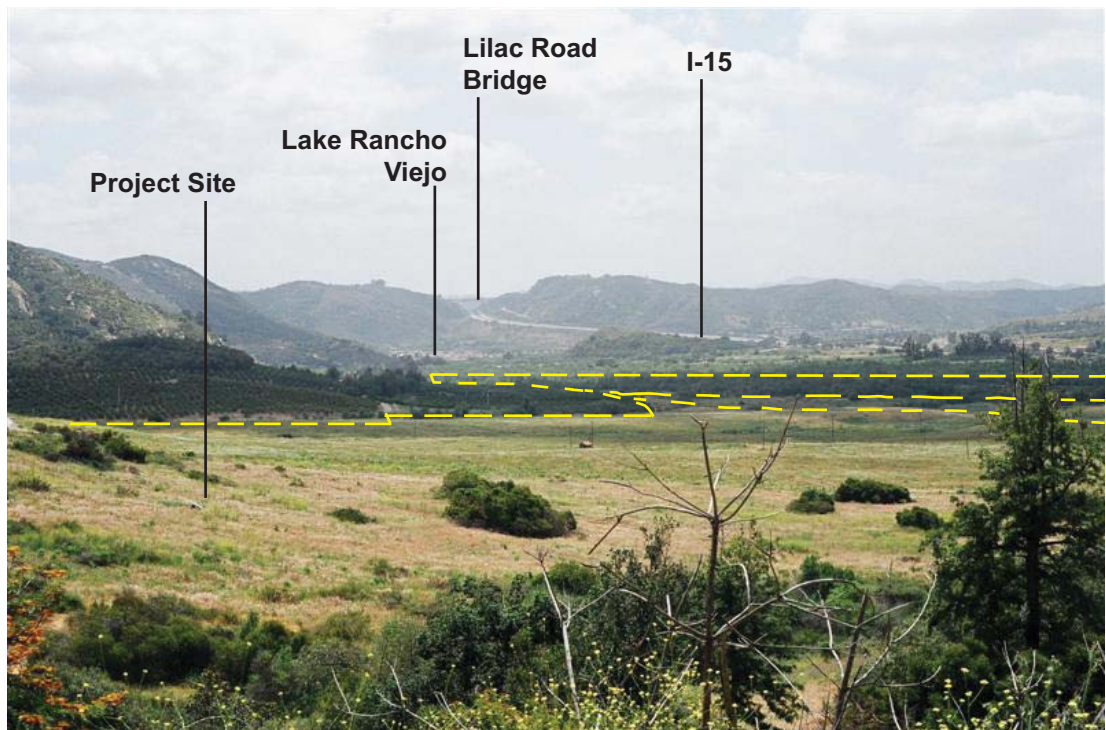
Photograph Location Map

CAMPUS PARK PROJECT

Figure 2.1-2



Typical View 1: View eastward from central portion of project site.



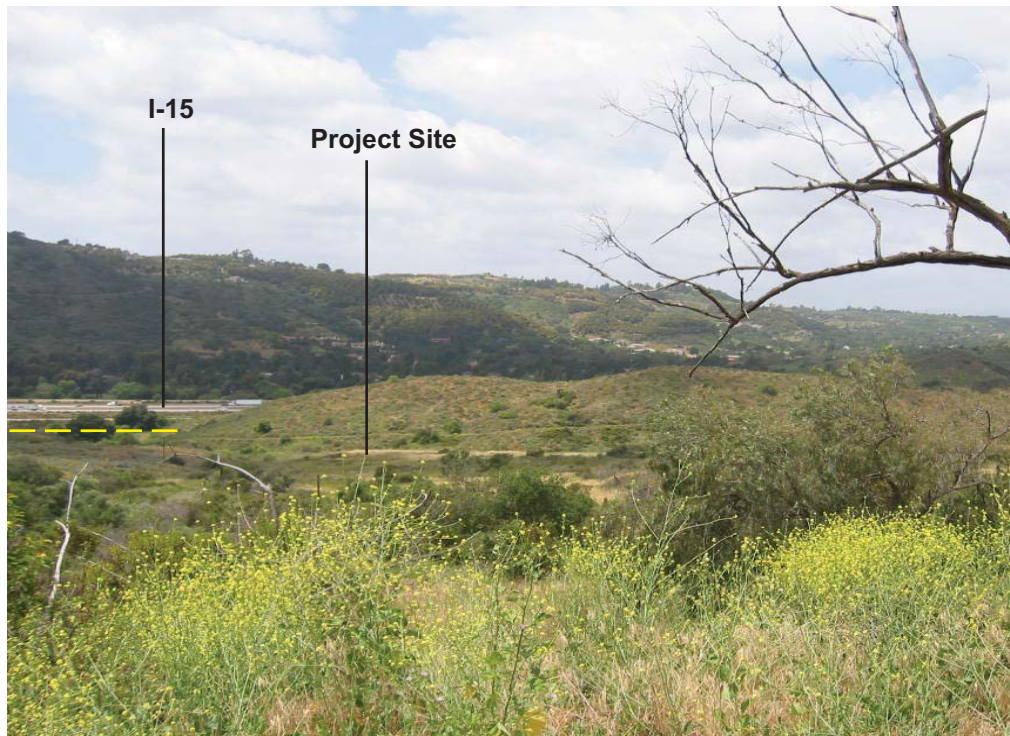
Typical View 2: View southward from house foundation in northern portion of project site.

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Typical Views

CAMPUS PARK PROJECT

Figure 2.1-3a



Typical View 3: View westward from house foundation in northern portion of site.



Typical View 4: View eastward from Tecalote Lane.

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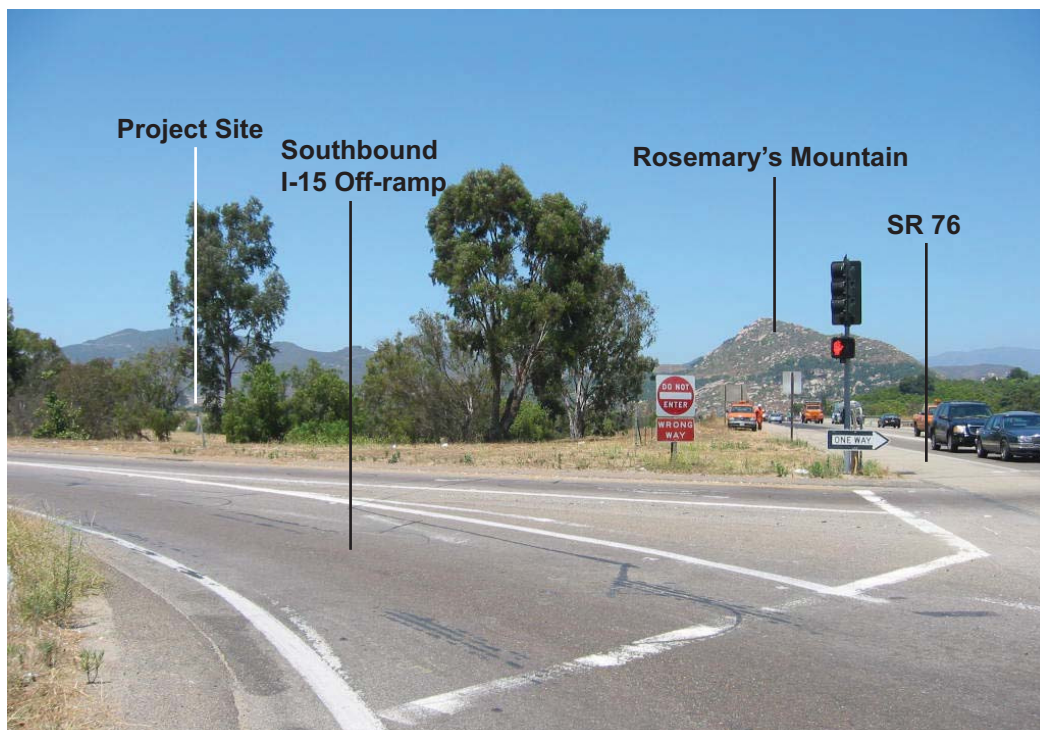
Typical Views

CAMPUS PARK PROJECT

Figure 2.1-3b



Typical View 5: View northward from Pankey Road at SR 76.



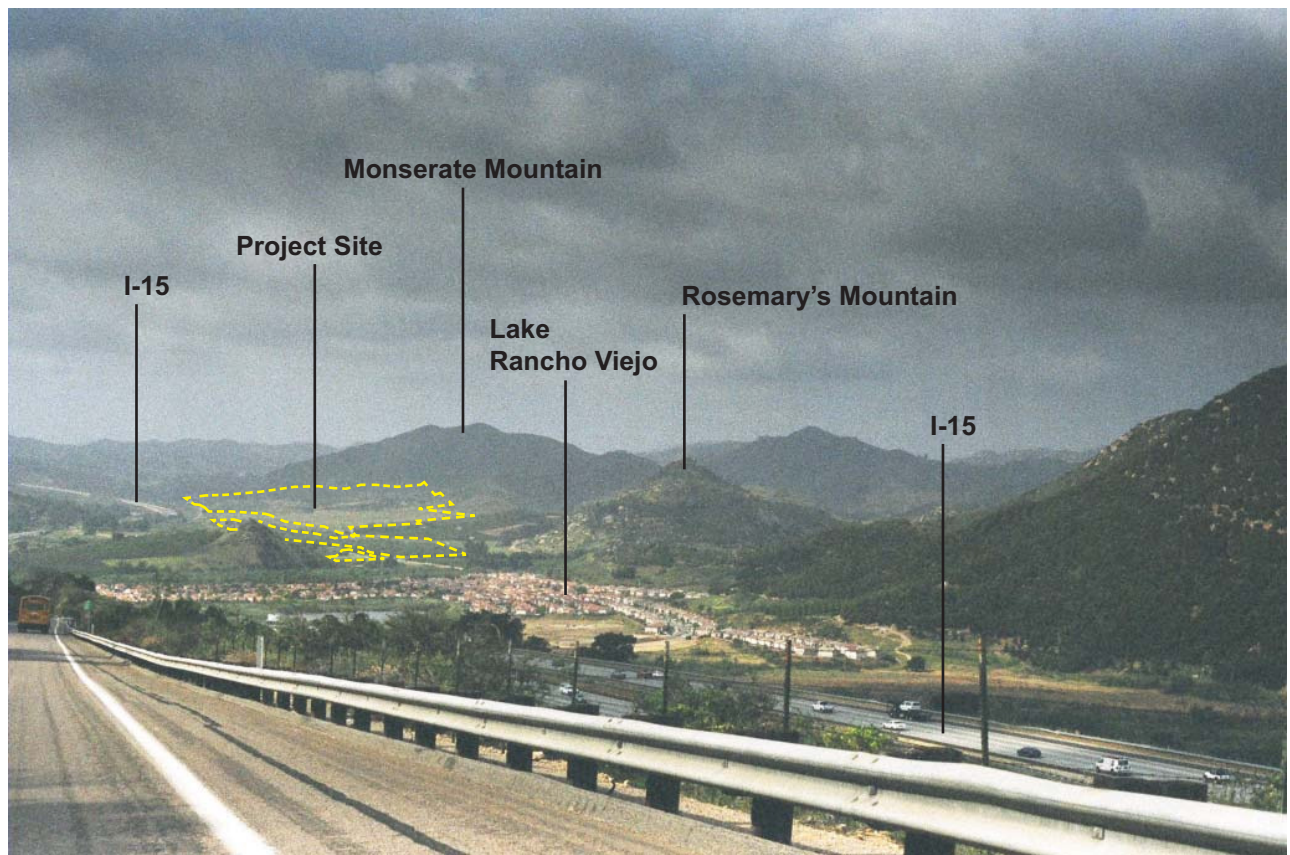
Typical View 6: View eastward from northwest corner of I-15/
SR 76 interchange.

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Typical Views

CAMPUS PARK PROJECT

Figure 2.1-3c



Typical View 7: View northward from Old Highway 395,
north of Lilac Road overcrossing.



Typical View 8:
View from northbound I-15
adjacent to south/central portion
of project site.

Typical View 9:
View from northbound I-15 adjacent to
central portion of project site,
north of TV 8 location.



Typical View 10:
View from northbound I-15 to
central portion of project site,
north of TV 9 location.

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Typical Views

CAMPUS PARK PROJECT

Figure 2.1-3e



Typical View 11: View from southbound I-15 adjacent to north/central portion of project site.



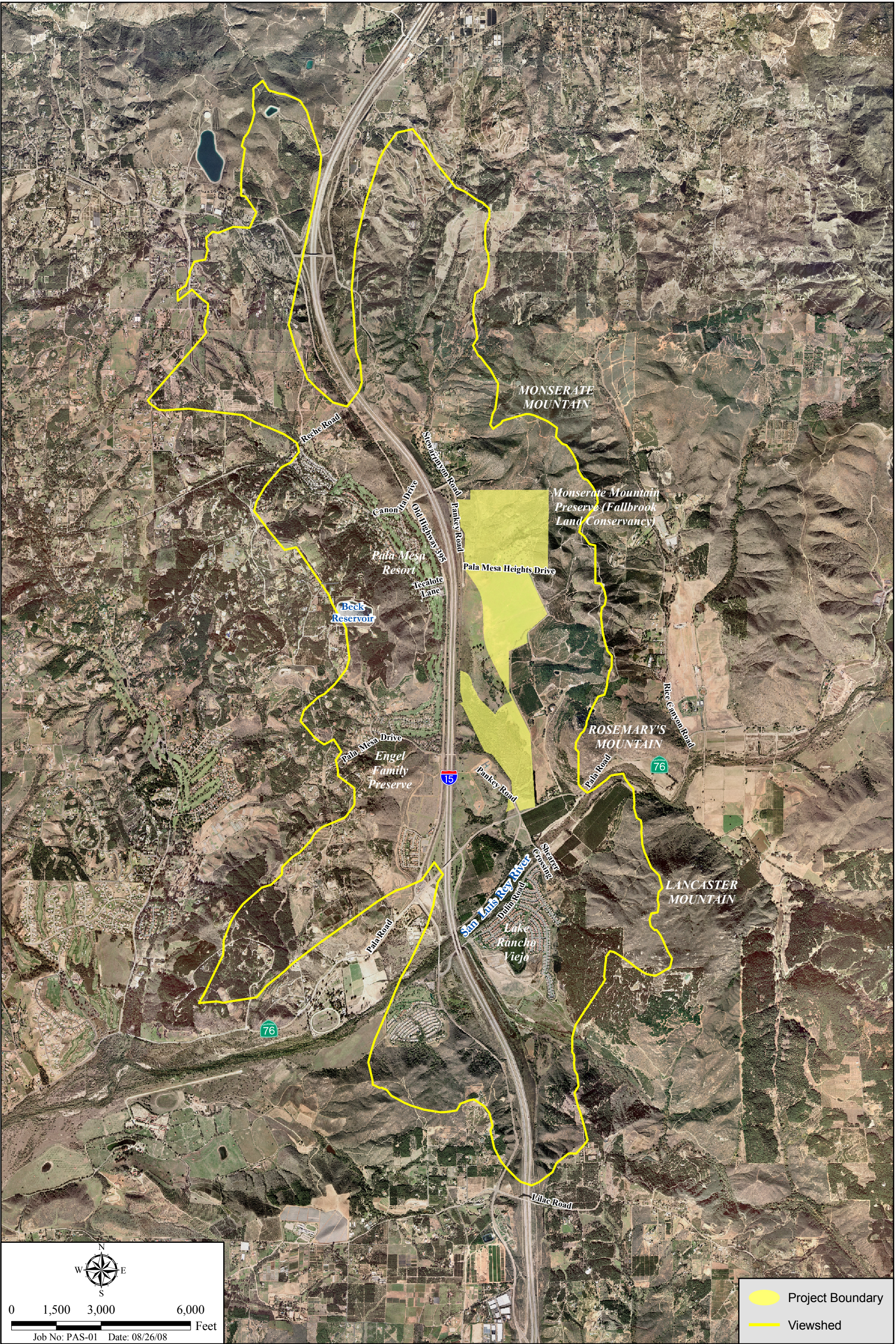
Typical View 12: View from southbound I-15 adjacent to north/central portion of project site, south of TV 11 location.

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Typical Views

CAMPUS PARK PROJECT

Figure 2.1-3f

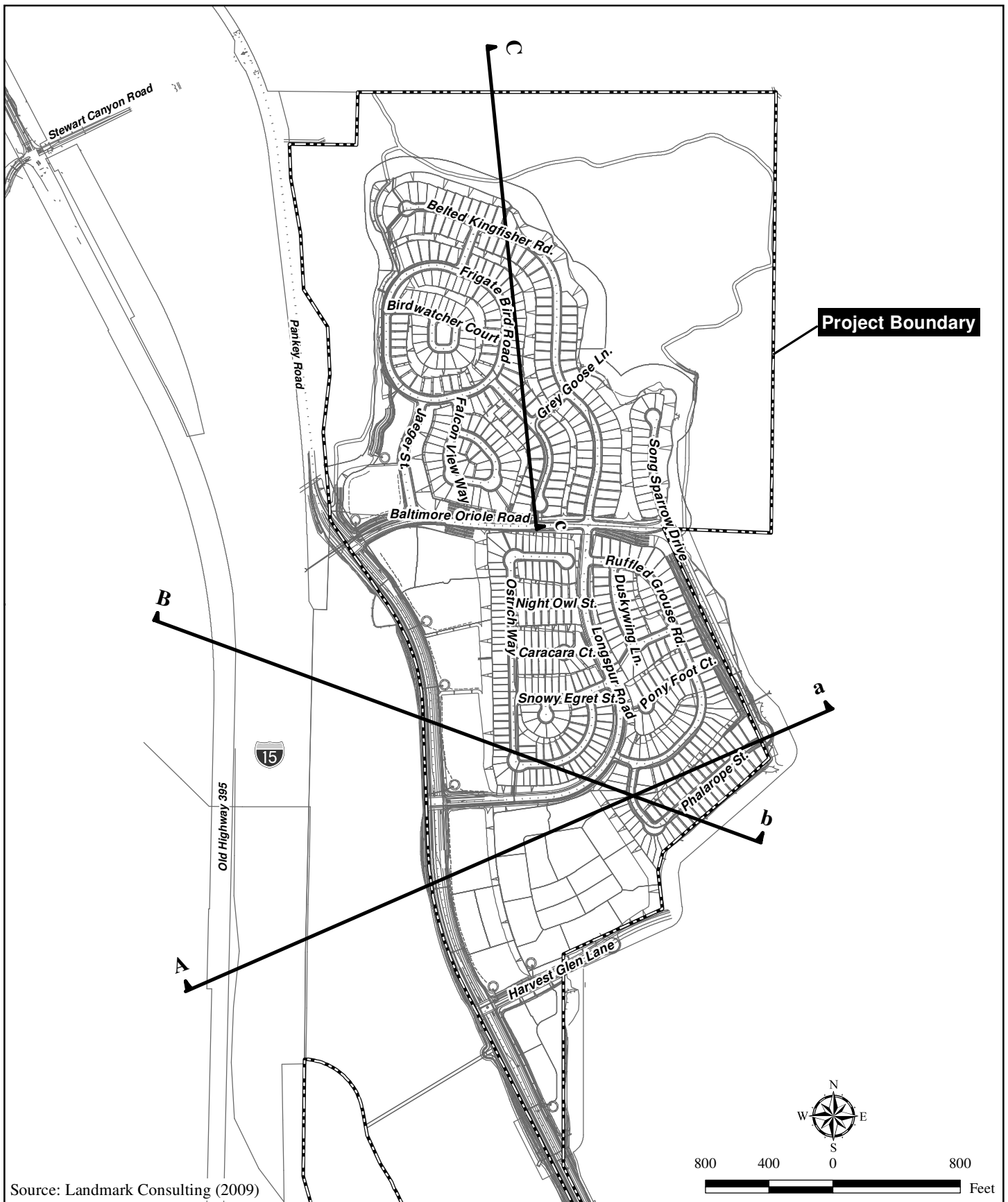


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Viewshed Map

CAMPUS PARK PROJECT

Figure 2.1-4



Cross-section Locations

CAMPUS PARK PROJECT

Figure 2.1-5



Existing Condition



Multi-family Residential Uses
Eliminated from the Refined Project

Simulation



NOT TO SCALE

Key Map
no scale

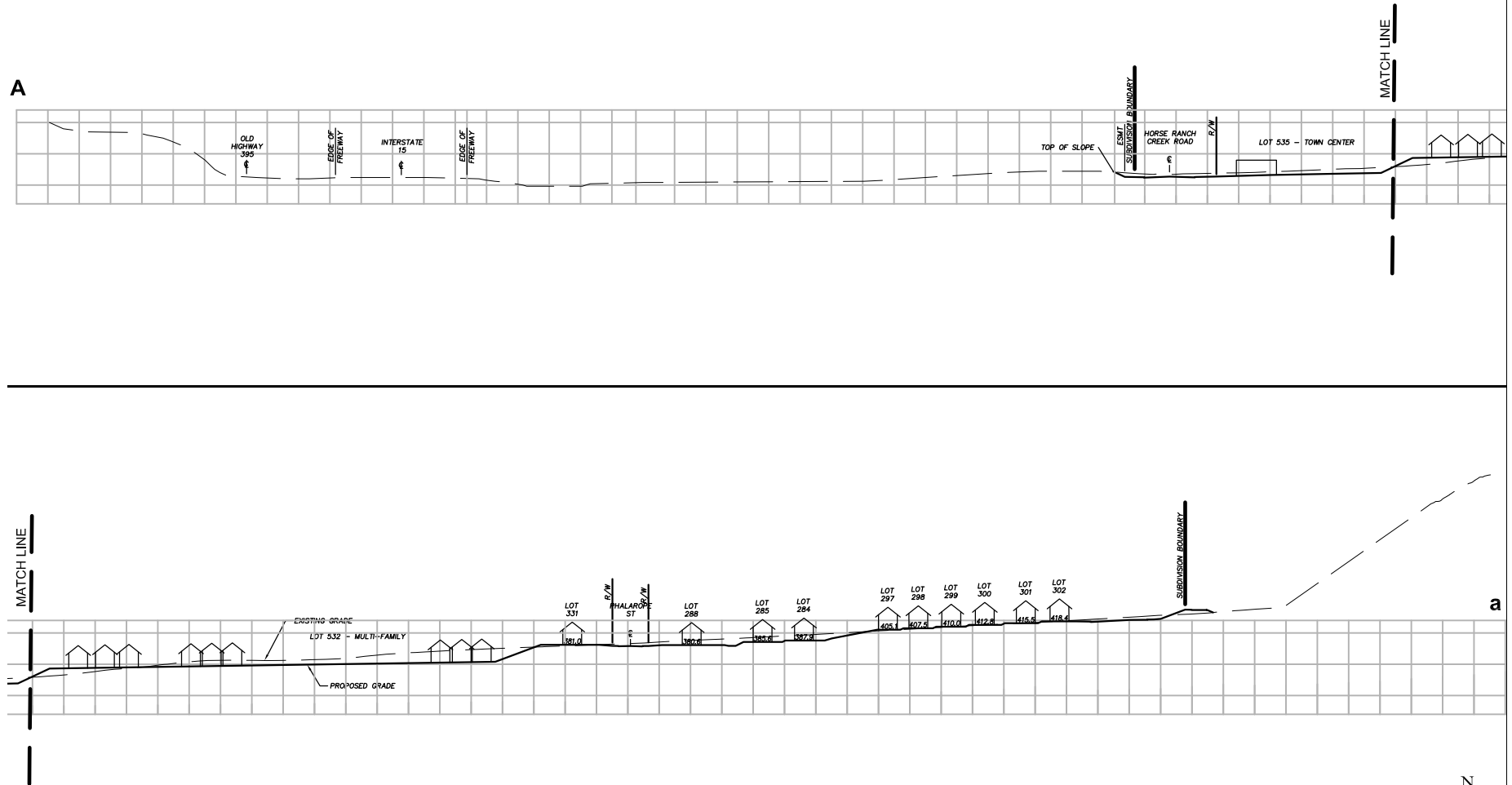
Assumed
camera
elevation



Source: DDS/GA (2009)

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A



Source: Landmark 2009

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NOT TO SCALE

Cross-section A

CAMPUS PARK PROJECT

Figure 2.1-7

HELIX

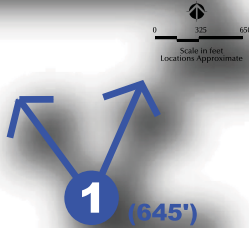
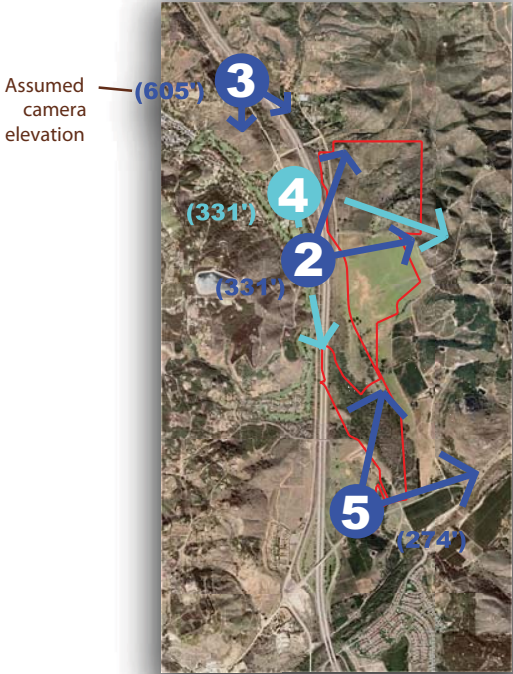


Existing Condition



Simulation

Key Map
no scale



NOT TO SCALE

Source: DDS/GA (2009)

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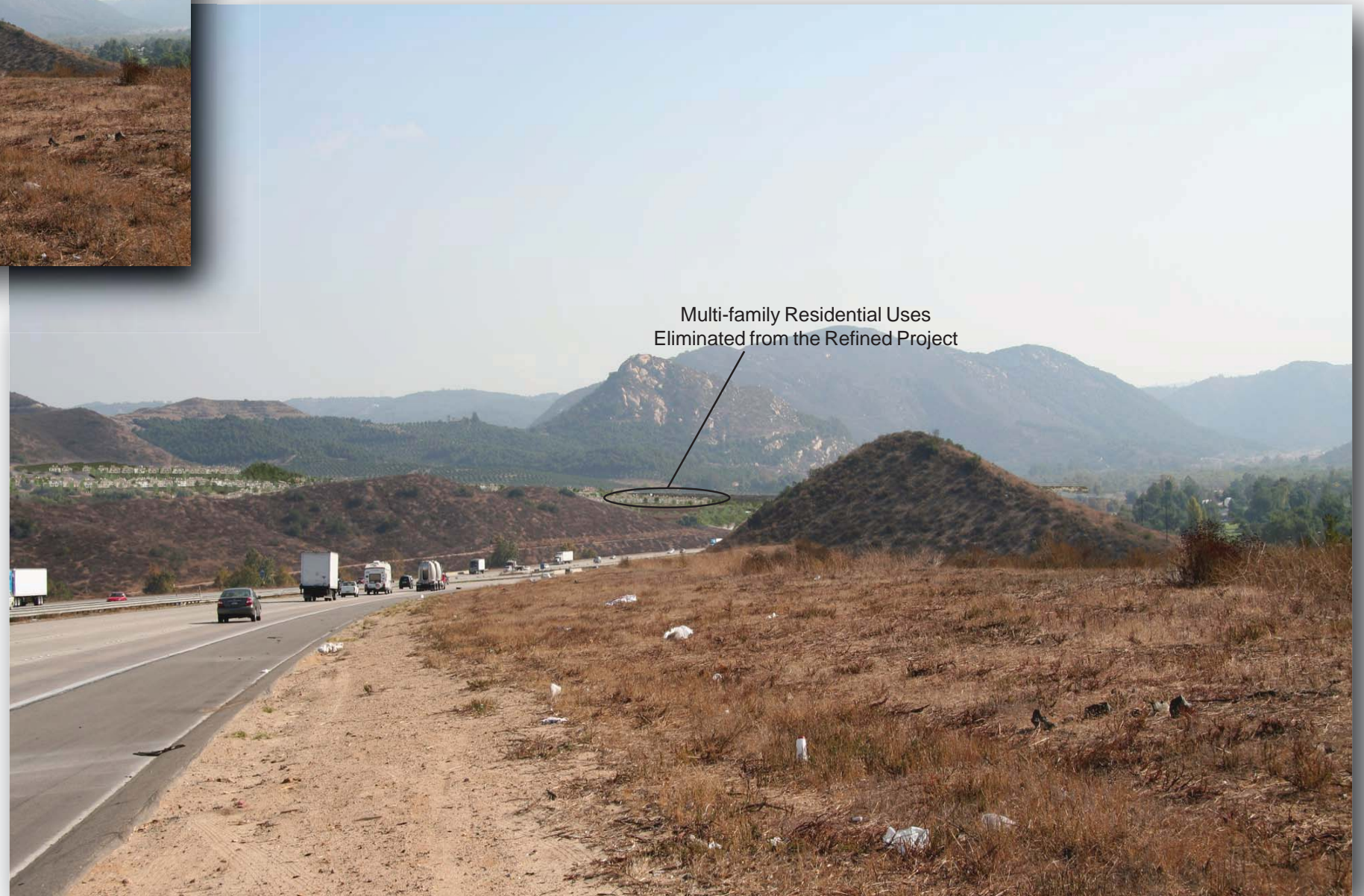
Photo Simulation Viewpoint 2

CAMPUS PARK PROJECT

Figure 2.1-8



Existing Condition

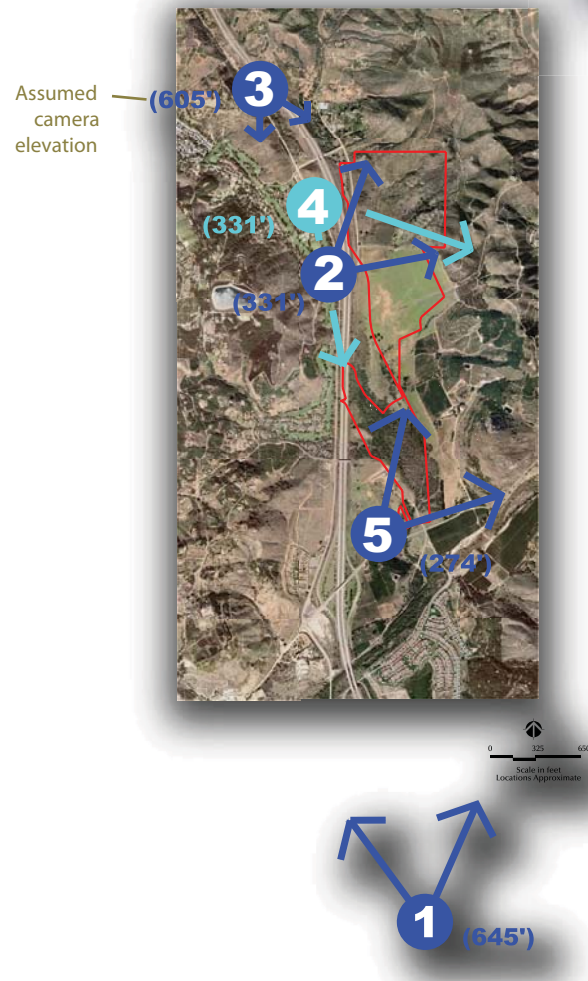


Simulation



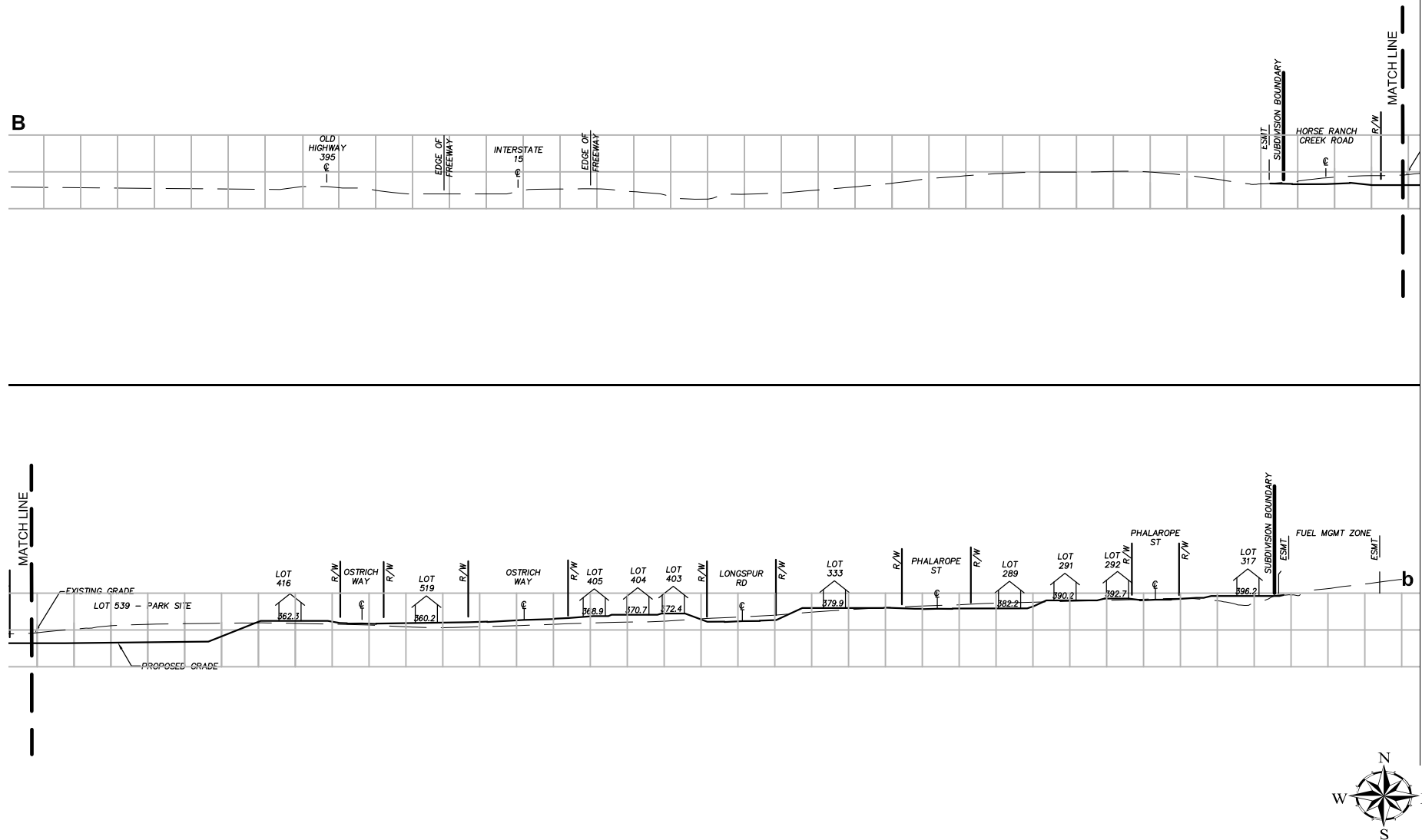
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Key Map
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Source: DDS/GA (2009)

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Source: Landmark 2009

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NOT TO SCALE

Cross-section B

CAMPUS PARK PROJECT

Figure 2.1-10



Existing Condition



Simulation

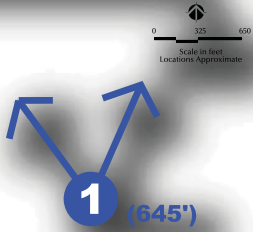


NOT TO SCALE

Key Map
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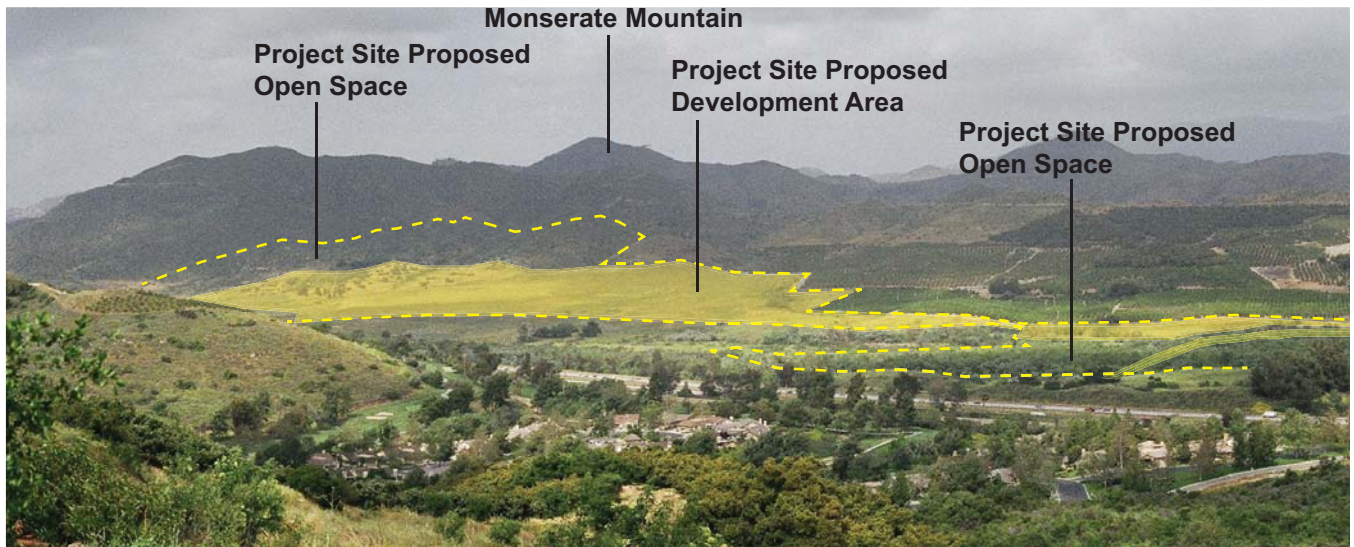


Assumed
camera
elevation

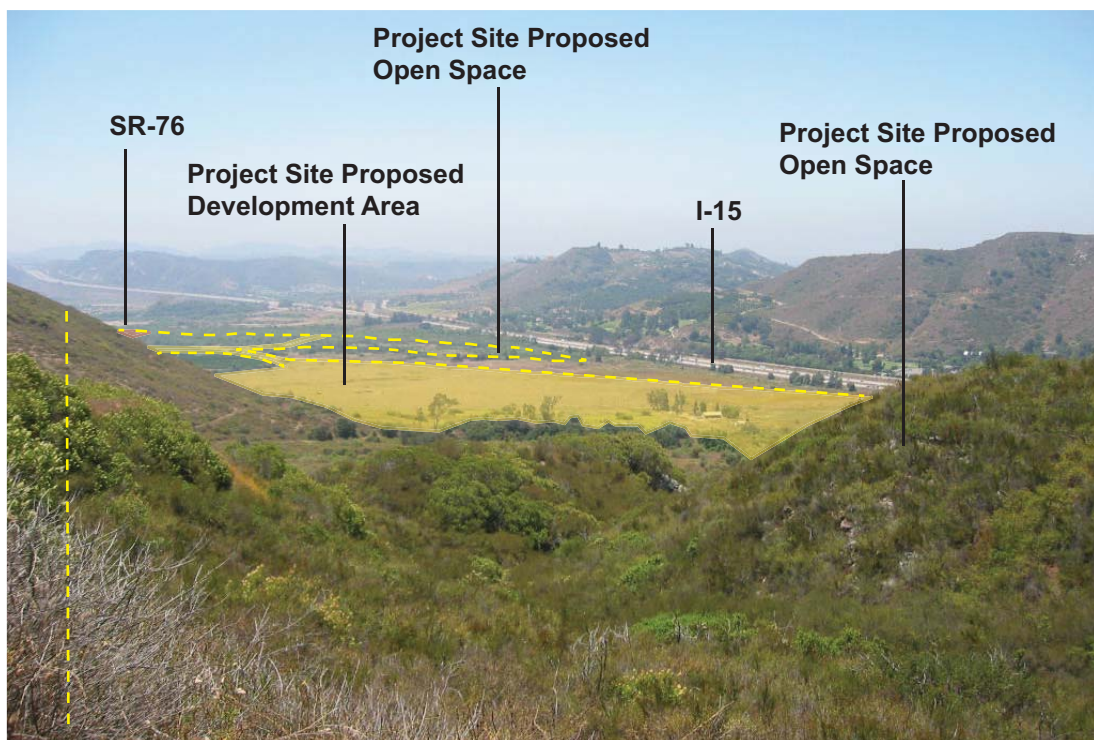


Source: DDS/GA (2009)

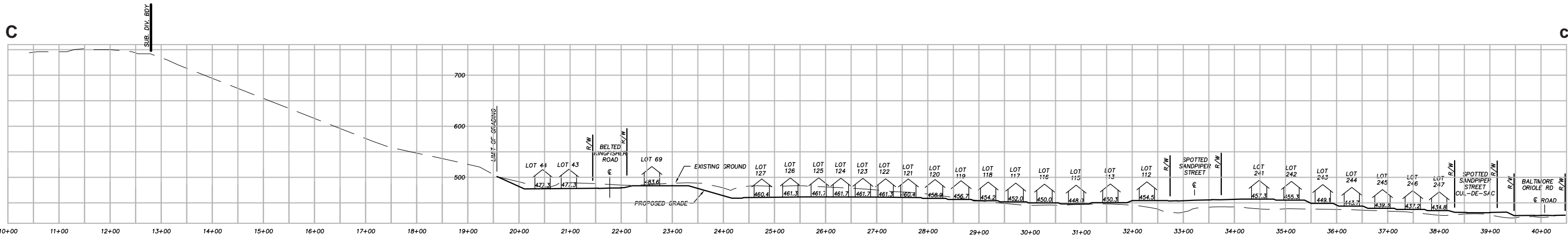
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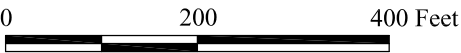
Key View 6: View toward northeast from Engel Family Preserve.



Key View 7: View toward southwest from Monserate Mountain Trail.

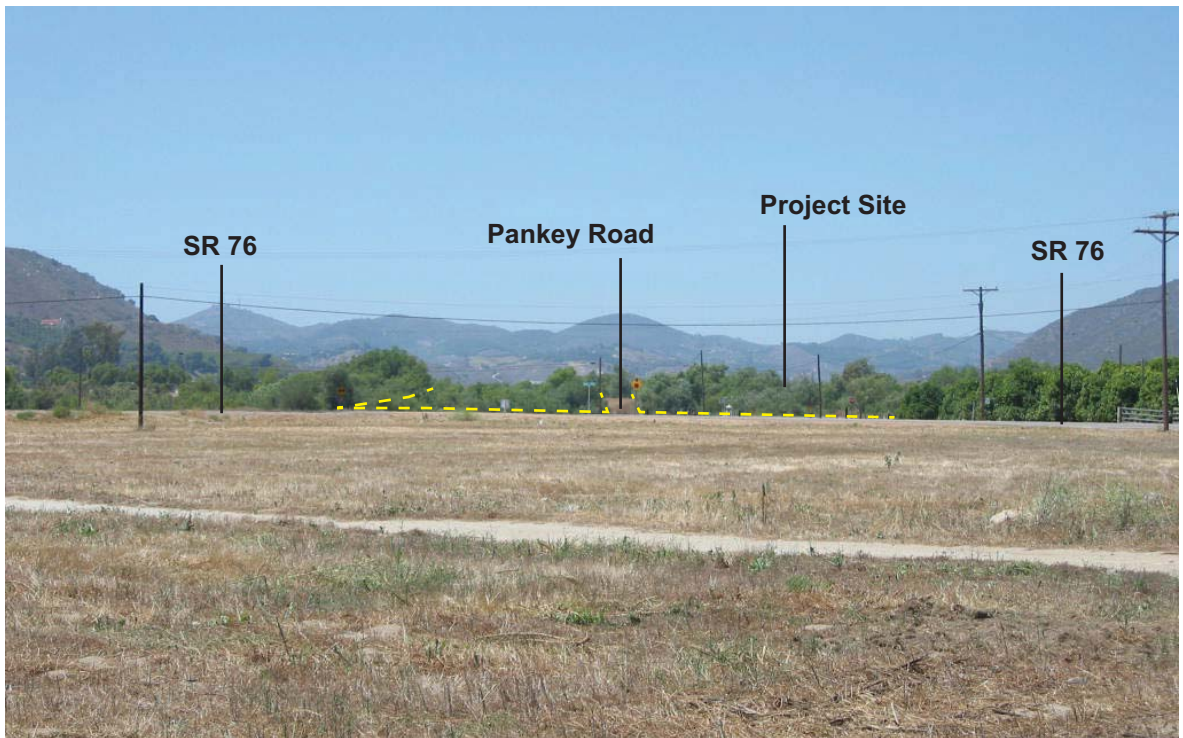


Cross-section c-C

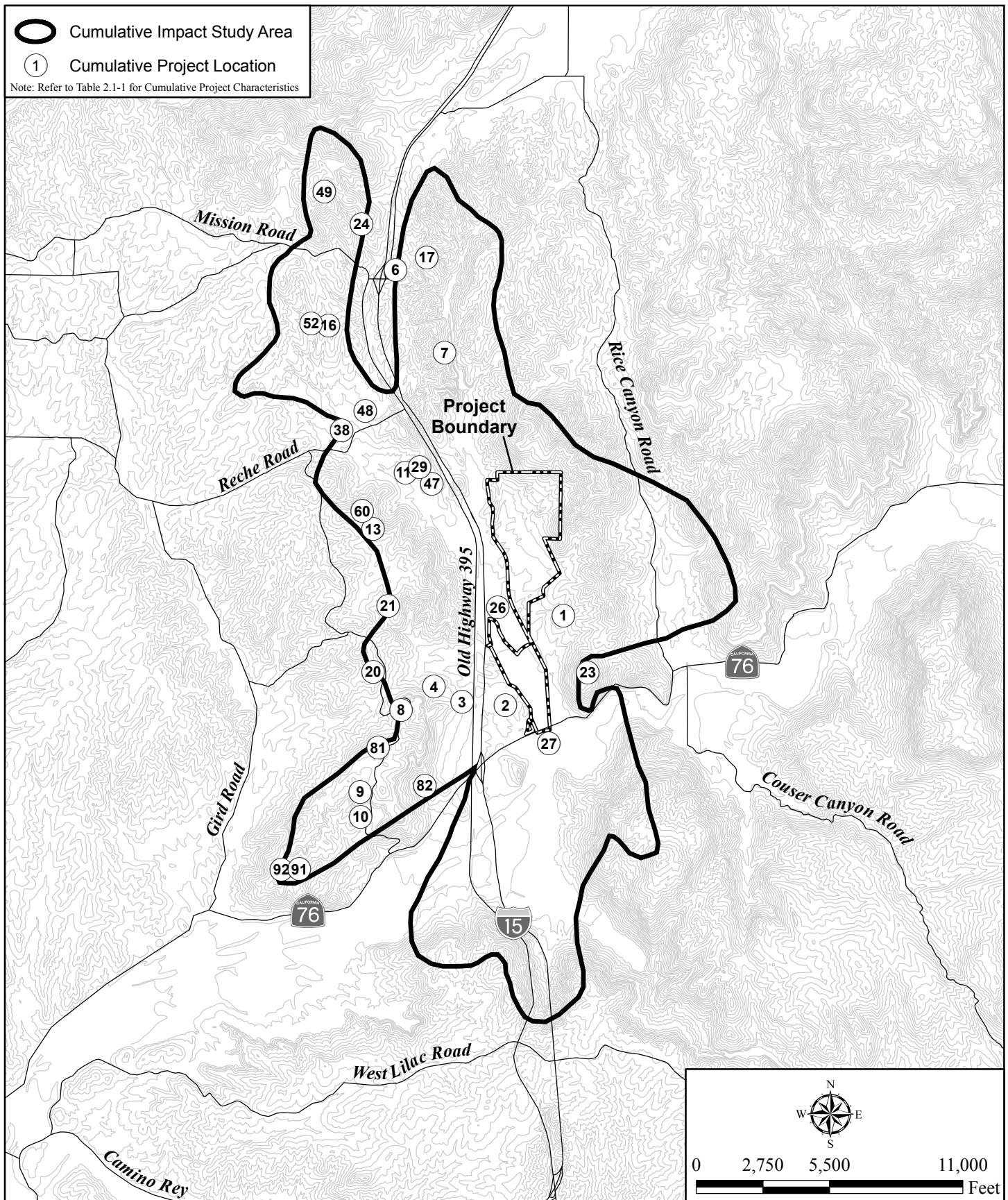


Source: Landmark Consulting (2009)

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Key View 8: View northward from San Luis Rey River Trail (proposed).

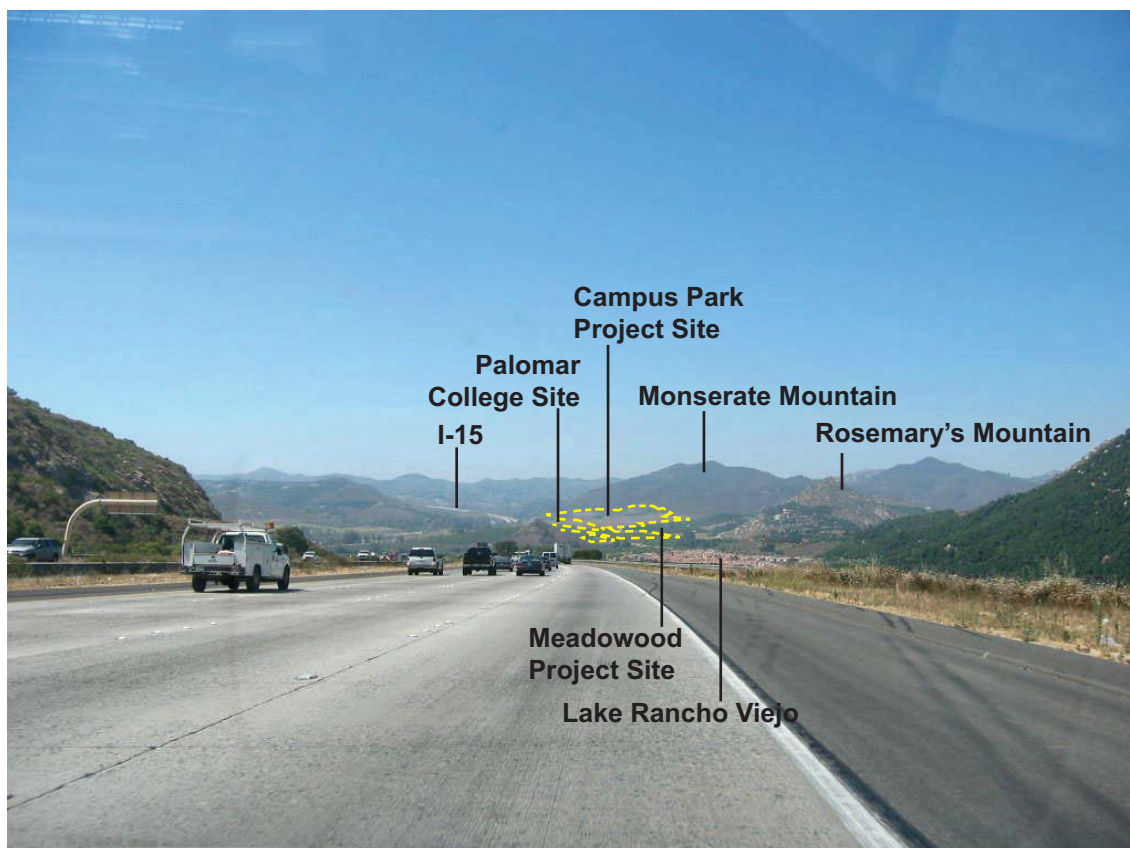


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County Cumulative Projects

CAMPUS PARK PROJECT

Figure 2.1-15



Cumulative View: View from northbound I-15, north of West Lilac Road.